

THE WORLD'S FIRST AIR CARGO MAGAZINE — NOW IN ITS 18th YEAR

AIR TRANSPORTATION

NOVEMBER • 1959

The Air Magazine For The Modern Shipper

Vol. 35 No. 5

*Greetings
to the
46th
National
Foreign
Trade
Convention*



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To the Importers, Custom House Brokers and Freight Forwarders attending the National Foreign Trade Convention.

Gentlemen:

H R 9146 is more exciting than a Dow ad, so we will talk about this bill, also known as the Customs Administrative Act of 1959. It should look good to the importers with a few exceptions.

The bill contains a neighborly provision that will allow non-residents a \$200 exemption for gifts. We have always felt guilty about our government collecting money on a gift some kindly Japanese traveler intended for us.

The big part of the bill covers appraisal and liquidation. Heretofore an appeal to reappraisal had to be filed within 30 days after appraisal. The bill extends the time to 90 days. More important, the appraiser can review his action. Previously the appraiser could make a mistake, concede the point, but only the court could rectify the error. At one time, we believe, a similar proposal encountered objections from Customs attorneys but we hope they will reconsider their objections.

Another excellent provision in the bill should result in liquidation and appraisal dates being simultaneous in most instances. This would mean that an appraisal issue wouldn't hold up liquidation.

In the past, appeals to reappraisal have deferred liquidation for as much as 10 years. As a consequence importers received bills for increased duty 10 years after entry.

We object to one provision of the bill. This provision enables the Secretary of the Treasury to authorize any Customs employee to cite anyone and to cause him to present all of his records that the Customs employee deems material. The person cited doesn't even have to be an importer or a Custom House Broker and only the Customs employee decides what is material. Conceivably the Customs messenger should have authority to require us to present to him our income tax or marriage license. We wonder what Mrs. White did with it.

This is a lay opinion of the bill and only goes into the features that particularly impressed us. One way of keeping abreast of the legislation and of making your opinion known is to join the National Council of American Importers.

In passing we mention that our service in San Francisco has not been up to our standard, a circumstance we deeply regret. The circumstances of the San Francisco Teamster Strike and the threat of an East Coast Strike, together with inadequate space to permit rapid expansion, created a grave problem. We spared no expense in transferring personnel from Los Angeles and Seattle to San Francisco and in working overtime. At the moment we are current with arrivals but must live with the problem of tracing, which is incredibly difficult under congested conditions.

As a parting note we have opened an office in Tokyo which will be managed by Alonzo Pickett who speaks Japanese and has transportation experience. The office will inquire of sources regarding anticipated shipping dates for air shipments and by consolidating air shipments for New York and Chicago. Mr. Pickett has been in Japan for the past month, but we do not expect to be in operation for another month since we desire to have the groundwork carefully prepared before we begin operations.

W. D. White
President

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AIR TRANSPORTATION

The World's First Air Cargo Magazine
Established October, 1942



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of Circulation, Inc.

AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarding.

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Newsweek Charter Keeps European Edition Going

A wildcat strike at the Amsterdam plant where the European edition of *Newsweek* is printed, the failure to find a substitute printing house in Europe, a decision to do the job in the United States, and airlift over the North Atlantic, recently gave officials of the magazine a few feverish days.

It all started with a walkout at the Dutch printing plant, De Arbeiderspers, N.V. New York headquarters of the weekly newsmagazine learned about it on a Saturday morning, one day before scheduled prestime. While the Paris office of *Newsweek* sought a European printing house that could handle the big job, James Richards, production chief in New York, arranged for the printing of more than 75,000 extra copies of the domestic cover and the 56-page body section to be printed, bound, and packed in Dayton, Ohio. With *Newsweek's* traffic chief, Bill Carroll, away on vacation, Ed Davis, circulation director, took over to handle the emergency traffic problem. Peter Calvo, of the New York production staff, flew to Dayton to lend a hand.

By Sunday evening, domestic covers, imprinted with the European price list and the line, *International Edition—By Air*, were coming off the presses of the McCall Corp. which prints *Newsweek*. Following morning, the Otterbein Press, Inc., started

(Concluded on Page 118)

Irish Air Lines Eyes Latin American Traffic

Gerald FitzGerald, district manager of Irish Air Lines' Cork office, is on a tour of the principal cities of Latin America for the purpose of making "preliminary arrangements to secure general sales representation in these areas." The airline is seeking to bring its services to the attention of businessmen and travelers there.

National Reaches Its Quarter-Century Mark

National Airlines was 25 years old last month.

The airline has grown from a two-plane, two-pilot company—one of the two men was George T. Baker, president and board chairman—to a major company which during the coming winter season will be operating three types of jet equipment in its fleet of transports. It employs more than 4,400 persons. National serves 39 United States cities and Havana.

IATA Director General Reports on Air Cargo

Sir William P. Hildred, director general of the International Air Transport Association, organization of the world's scheduled international airlines, asserted that the 1959 cargo record will be better than 1958, but "it will not be good enough." The IATA official made this statement in his annual report delivered to the 15th annual general meeting in Tokyo.



Hildred: "Cargo development must start inside the airlines"

Following is the full text of that part of his report which deals with the subject of cargo:

"There will be an even greater expansion of cargo capacity in the immediate future, and our arrangements for making the most of it are not as advanced as they are in the passenger field.

"In 1958, the world's airlines flew some 1,704 million ton-kilometers of cargo. Over the North Atlantic, there was a pleasant annual increase of 22% in cargo carryings; but on a world-wide basis, you will see that 1958 loads generally went up by only 1% over the previous year, as compared

(Concluded on Page 118)

SYMBOLIC GIFT



William B. Johnson, president, Railway Express Agency (left), receives a gift of an Air France Caravelle model from Jean Baudreau, the French carrier's United States cargo sales manager. Plane model is a token of appreciation of Johnson's efforts to further "mutual cooperation and understanding between REA and international airlines."

Airlines, Motor Carriers Meet on Shipper Service

A joint committee representing the nation's scheduled airlines' Air Freight Sales Committee and the National Motor Freight Traffic Association is studying ways and means to improve shipper service. The Air Freight Sales Committee, which is part of the Air Traffic Conference, a division of the Air Transport Association, is headed by Frank Beach, American Airlines' director of air freight traffic. Frederick G. Freund, executive director of NMFTA, heads the trucking representation.

In a joint statement, Beach and Freund said the committee is making a "concerted attempt to bring to the shipper the speed of air transport with the flexibility of the over-the-road intercity trucker." It was pointed out that the airlines now serve almost 600 cities in the United States, but the truckers serve five times that number. They asserted that it is to the "advantage of the shipper to take full benefit of the natural advantage of each mode of transport when using a combined service."

The committee would establish a uniform rules tariff, uniform bill of lading, and a uniform system for traffic handling of both forms of transport.

Swissair Holds Annual Cargo Meeting in N.Y.

Presided over by Werner Seiler, United States cargo traffic and sales manager, Swissair recently held its annual air cargo session in New York. The meeting, at which Jet Age cargo sales and traffic played an important part, was attended by Dr. Edwin Jaeger, general manager of the Swiss carrier's Cargo and Mail Division. Dr. Jaeger expressed the opinion that 1960 will loom as Swissair's most significant year in history, with cargo levels at all-time highs.

Cargo Bins in Passenger Compartments Reviewed

A prohibition against the carriage of cargo in the passenger compartments of airliners may be dropped by the Federal Aviation Agency. The government agency may decide to allow stowing of shipments in cargo bins which meet various strength and safety provisions. It is understood that the FAA has been requested by one airline for permission to carry cargo in bins which can be locked to the seat track in the rear of passenger aircraft. Other carriers are showing interest in the same proposal, it was reported.

Air France Sets Up Seven New Regions

In preparation for its transatlantic jet operations, Air France has established seven sales regions, it was announced by Henri J. Lesieur, general manager of the North, Central American and Caribbean Division.

Regional managers and their areas are: David W. Delaney, New York; Roland Hawkins, Northeastern; Robert Dupont, Midwestern; Robert Petin, Western; Claude Pineau, Southeastern; Jacques Mouries, Southwestern; and Jacques Turner, Caribbean.

Expand Air Express Service to Honolulu

Honolulu, Hawaii has been linked with Los Angeles and San Francisco as the result of expanded air express service offered by Railway Express Agency. Until last month, when the new service became effective, Hawaii-bound express shipments moved through Portland and Seattle-Tacoma gateways. REA said that "the accelerated schedule also provides for the first time, single through rates between Honolulu and all air express offices in the continental United States." The minimum charge has been dropped from \$6.00 to \$5.00. The uniform minimum charge to and from West Coast gateway cities is \$3.50 per shipment.

Ambitious Freight Plan Is Outlined by Prescott

"By 1965 we expect the industry to be doing seven to 10 billion ton-miles, and we believe our own company will be moving to 600 to 700 million ton-miles."

Addressing the New York Society of Security Analysts, Robert W. Prescott, president of the Flying Tiger Line, predicted for no later than 1965 the reduction of air freight rates by 30-40%. He also foresaw air freight volume, within five years, reaching seven to 10 times this year's.

Prescott stated that the air freight industry is ready for "the major breakthrough which will put the airfreighter of the 1960s into direct competition with truck and rail transportation." He pointed to the performance and operating economies of the Canadair CL-44D propjet airfreighter which Tiger has bought and expects to receive in the spring of 1961.

(Concluded on Page 111)

International Forwarder Case Still Up in the Air

Still pending, as this issue went to press, was the Civil Aeronautics Board issuance of regulations as a result of the International Air Freight Forwarder Investigation (Docket No. 7132).

Most of the original decision was up-

(Concluded on Page 118)

American Marks 15 Years Of Air Freight Service

American Airlines, which introduced its first air freight tariff on October 15, 1944, last month marked its 15th anniversary as a scheduled carrier of this type of traffic. The airline operated its first transcontinental all-cargo service (express and mail only) with a seat-loaded DC-3 on August 20, 1943.

(Concluded on Page 118)

Hibbard Sees 4730 MPH Airliners in Future

Hall L. Hibbard, Lockheed Aircraft Corp.'s senior vice president, presenting the third annual Dr. Albert Plesman Lecture at Delft, Netherlands, predicted the coming of air transports traveling at 4,730 miles per hour. The aircraft, he said, might resemble a skin diver's foot flipper. It probably will be wingless, and will be able to take off and land vertically, he said.

Machines Displace Cut Flowers in UAL Traffic

Cut flowers, which ranked as United Air Lines' top commodity in the first half of 1958, dropped to third in the January-June, 1959 period, while machines and machine

(Concluded on Page 111)

Fastest freight service across Canada...



CANADIAN PACIFIC JET-PROP BRITANNIA



This 90 ton jet-prop aircraft flies at 400-plus miles per hour with capacity for 8,000 lbs. of cargo on every flight. Fastest daily service across Canada between Montreal, Toronto, Winnipeg and Vancouver. Canadian Pacific Britannia flights across Canada are your fastest, and most direct method of delivering your shipments.

Connections to the Orient by jet-prop — C.P.A.'s fast, jet-prop Britannia speeds your freight from Vancouver to Tokyo — and Hong Kong via the shorter North Pacific route.

TO THE SOUTH PACIFIC

Fast, regular C.P.A. flights leave Vancouver for the Fiji Islands, Australia and New Zealand. In all cases the one carrier is used, speeding your shipments straight to the point.

TO EUROPE VIA THE POLAR OR SOUTHERN ROUTES

C.P.A. Polar Route flights are fast, in either direction between Europe and Vancouver. The Southern Route from Montreal serves Lisbon and Madrid.

Canadian Pacific AIRLINES

For full schedule information, consult your Cargo Agent or any Canadian Pacific office.

WINGS OF THE WORLD'S GREATEST TRAVEL SYSTEM

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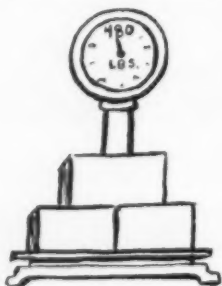
A SIMPLE ECONOMIC LESSON FOR INTERNATIONAL SHIPPERS

*Based on a study by KLM Royal Dutch Airlines of
a commodity moving from New York to Amsterdam.*

BY SURFACE



1. Bulky synthetic pile fabric must be packed in a special shipping carton in order to avoid damage by crushing.



2. Three such big cartons contain 105 yards of fabric—enough to make 30 coats. Total dimensional weight of shipments: 480 pounds or 69 cubic feet.



3. Based on the rate of \$1.50 per cubic foot, surface charges come to about \$105—9% of the value of coats when manufactured. Transit time: 14-20 days.

BY AIR



1. The coats manufactured from the same synthetic pile eliminate dimensional problems when shipped in bags.



2. The 105 yards of pile make 30 coats. Shipping weight, in bags, is 165 pounds—about $\frac{1}{3}$ the weight of the finished fabric if shipped in cartons.



3. At 50¢ per pound, air charges are approximately \$83. This works out to 7% of the coats' value. And the garments are ready for retailing within 48 hours!

Note: In the interest of simplicity, such charges as insurance, handling, inland transportation, and documentation have been omitted. Needless to add, these factors weigh heavily in favor of shipment by air.

Everybody's Talking About...

The New Transoceanic Air Cargo Rates

By Richard Malkin

THE International Air Transport Association, whose Traffic Conferences last month sat down in Honolulu to ponder the subjects of fares and rates, has introduced a number of significant revisions of cargo rates which are designed to boom traffic across two oceans. Effective January 1, 1960 on the Pacific, and April 1, 1960 on the Atlantic—subject to the approval of the various governments—United States and Canadian consignors and consignees will benefit from air-shipping economies on the following bases:

North Atlantic—A series of specific commodity-rate changes which bring some down to as low as 66¢ per kilogram (2.2 pounds), or 30¢ per pound. Also, a weight breakpoint set at 500 kilograms (1,100 pounds), in addition to the present 45-kilogram (100-pound) breakpoint. The new breakpoint will represent a 35% reduction off the general cargo rates (for shipments under 45 kilograms), or 10% off the lower 45-kilogram rates.

North and Central Pacific—Cancellation of all commodity rates and the introduction of a series of weight breaks ranging from 45 kilograms to 10,000 kilograms (22,000 pounds), with savings represented as ranging from 12.6% to 54% off former rates.

What normally might be expected to occasion a concerted clamor of rejoicing has not come about. To be sure, there are enthusiastic comments to be heard; but they do not carry the au-

(Continued on Page 112)

NORTH ATLANTIC SPECIFIC COMMODITY RATES

(Effective April 1, 1960)

Commodity	Key Point	Weight (kilos)	Rate (per kilo)
Foodstuffs.....	Milan	45	70¢ (W)
Leather, leather mfrs. and parts thereof.....	Amsterdam	45	80¢
Yarn, thread, fibers; cloth in bales, bolts, or pieces; hat bodies; drawn work, needle work, embroidery, handkerchiefs, lace and parts thereof; textile manufactures (not elsewhere specified) excluding clothing, footwear, outerwear, undergarments.....	Amsterdam } London } Paris }	45	72¢
Shoes, slippers.....	Milan	45	70¢
Autos, agricultural machinery and parts thereof.....	Paris	45	70¢
Autos, agricultural machinery and parts thereof.....	Paris	1,000	66¢
Adding and computing machines and parts thereof.....	Paris	45	70¢
Adding and computing machines and parts thereof.....	Paris	3,000	66¢
Pneumatic machinery and parts.....	Stockholm	45	90¢ (W)
Pneumatic machinery and parts.....	Stockholm	45	80¢ (E)
Magazines, periodicals and certain printed matter.....	Paris	45	70¢
Musical instruments, music boxes, phonographs and parts, excluding radios, radio combination and TV sets, and any combination with watches and clocks.....	Munich	45	90¢
Phonograph records.....	Scandinavia	45	88¢ (W)
Artificial flowers.....	Rome	45	80¢ (W)
Toys, games, athletic and sporting goods and parts.....	Switzerland	45	80¢
Ceramics, glassware and parts.....	Rome	45	80¢
Radio, TV and combination radio-TV and radio-phonos, electrical household appliances and parts.....	Amsterdam	45	80¢
Microscopes, spectrosopes.....	Frankfurt	45	81¢
Optical goods, photo and projection equipment and parts; supplies and accessories, NES, excluding newsreel and 35 mm motion picture film, exposed and photographs.....	Frankfurt	45	81¢
Scientific, precision, dental and surgical instruments, excluding watches and clocks.....	Frankfurt	45	81¢

EXAMPLES OF TRANSPACIFIC RATES (PER POUND)

(Effective January 1, 1960)

Between	0 to 99 lbs.	100 to 549 lbs.	550 to 1099 lbs.	1100 to 5499 lbs.	5500 to 21,999 lbs.	Over 22,000 lbs.
New York, Montreal, Toronto and						
Tokyo.....	\$2.25	\$1.69	\$1.43	\$1.13	\$.96	\$.86
Manila.....	2.29	1.73	1.47	1.17	1.00	.90
Hong Kong.....	2.29	1.73	1.47	1.17	1.00	.90
Saigon.....	2.30	1.74	1.48	1.25	1.08	.98
Bangkok.....	2.35	1.77	1.62	1.44	1.27	1.17
Chicago and						
Tokyo.....	\$2.22	\$1.66	\$1.40	\$1.10	\$.93	\$.83
Manila.....	2.26	1.70	1.44	1.14	.97	.87
Hong Kong.....	2.26	1.70	1.44	1.14	.97	.87
Saigon.....	2.27	1.71	1.45	1.22	1.05	.95
Bangkok.....	2.32	1.74	1.59	1.41	1.24	1.14
Seattle, Tacoma, Portland, Vancouver, San Francisco, Los Angeles, and						
Tokyo.....	\$2.19	\$1.64	\$1.30	\$1.00	\$.85	\$.75
Manila.....	2.23	1.68	1.34	1.04	.89	.79
Hong Kong.....	2.23	1.68	1.34	1.04	.89	.79
Saigon.....	2.24	1.69	1.35	1.12	.97	.87
Bangkok.....	2.29	1.72	1.49	1.31	1.16	1.06

HOW CATERPILLAR STAYS



1. At Caterpillar's Peoria plant, tractor sprockets are readied for heat treat in the furnace, where . . .



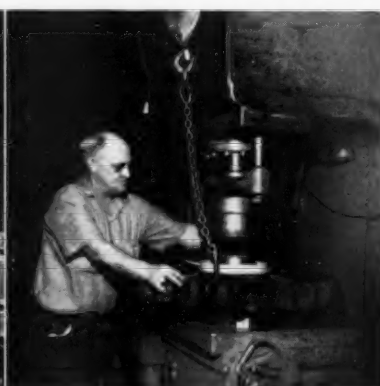
2. These components are selectively hardened to provide a long wearing surface and tough inner strength.



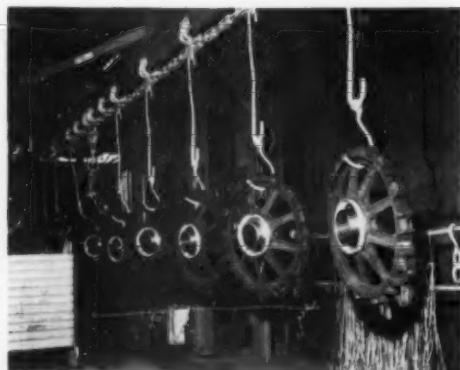
3. Next the heavy sprocket passes through a draw furnace for necessary tempering.



4. Here sprocket holes are drilled under an oil spray, and flanges turned and tested.



5. At this stage of the operation, a guard and seal are applied to the sprocket face.

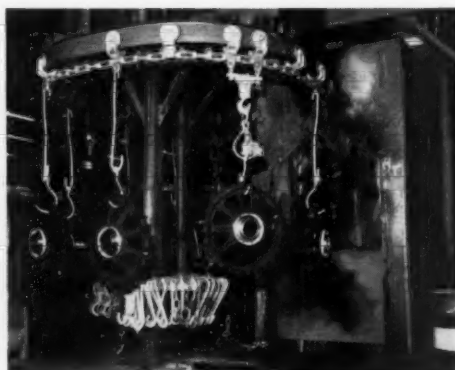


6. Now comes the painting job; and as shown at the Morton Parts Department, sprockets are hung from a conveyor and then moved to . . .

←

7. An area where the big units go through a caustic bath and a heat zone—all this in preparation for the final manufacturing application . . .

→



ON TOP OF THE EXPORT MARKET

ONE of the prominent names in American industry is the Caterpillar Tractor Co. Its earth-moving equipment are familiar sights everywhere in the world. And air freight plays a key role in keeping Caterpillar sales high.

An interesting case in point is its Caribbean distribution service operation. Caterpillar manufacturing standards are high. But like all things on earth, there does come a time when replacement parts are required—and in an awful hurry. Mindful of (1) the user's immediate need and (2) the economic value of staying ahead of the competition, the Peoria-based firm long ago learned to rely on speedy service to achieve these twin purposes. These

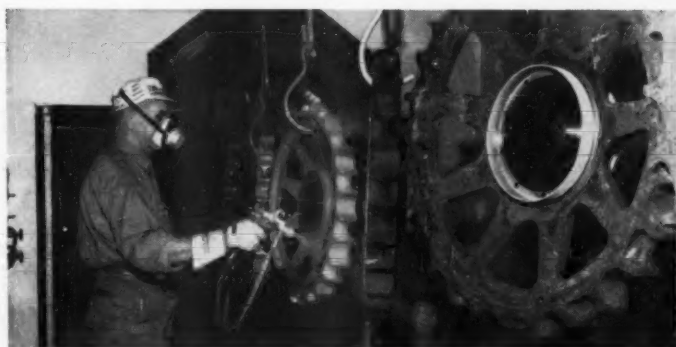
AN AIR TRANSPORTATION FOTOSTORY

were the basic reasons behind the establishment of its sprawling, modern parts depot close to Miami International Airport. From this point it can, within hours, reach some 150 Caterpillar dealer stores dotting the Caribbean lands. Approximately 90% of all emergency parts orders received from the Caribbean area are airlifted to consignees. Numerous all-cargo and combination flights which serve the Carib-

bean have made it possible for Caterpillar to ship 98% of its orders on the day they are received. No buyer can be dissatisfied with that record.

The Miami depot is one of 10 emergency parts depots in the United States. Each is strategically situated to support Caterpillar dealers and machine owners.

In this newest *Air Transportation Fotostory*, the reader is brought, step by step, from Illinois where the various processes of manufacture of a track sprocket are viewed, through preparation for shipment by air from Miami (with the participation of Air Express International), to the component's ultimate delivery and use in a Latin American country.



8. Spray painting of sprockets for Caterpillar machines, after which . . .

9. They are moved to the Morton Parts Department's storage area and carefully stacked on sturdy wooden pallets to await orders.



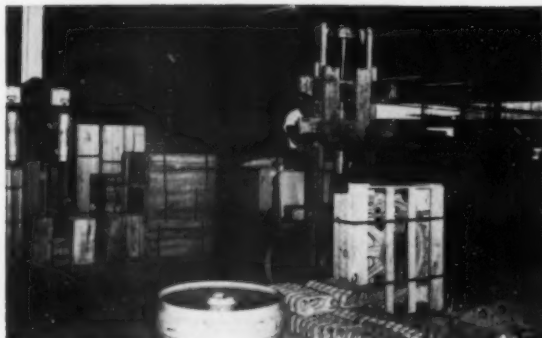
10. Linked with three other parts departments and 10 emergency depots, a teletype operator receives urgent call for supply.



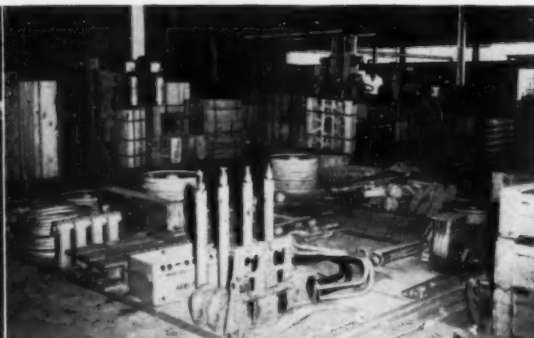
11. It's for a sprocket. The order and all attendant data are recorded by an IBM computer system. The order is flashed to . . .



12. Caterpillar's emergency depot in Miami which is located in proximity to that city's busy air transportation facilities.



13. No time is lost in the depot. Knowing that the sprocket is badly needed by a Latin American user, it is forklifted to . . .



14. The shipping area where it joins a large variety of other components destined for air transportation to Latin America.



15. The sprocket will be only a short time here. At this moment it is awaiting the preparation of export documents.



16. All set for its transamerican journey, the heavy unit is loaded aboard one of Caterpillar's trucks and delivered to . . .



17. The spacious Miami facility of Air Express International which processes documents, reserves space, and . . .



18. Delivers consignment to the earliest flight—Pan Am in this case—scheduled to reach destination same day.



19. In short order, the crated sprocket is eased into the big airfreighter and is made secure for the long flight south.



20. Only a few hours later, the Caterpillar unit delivered to the consignee, it has achieved its purpose as evidenced by this scene.



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CA —Commercial Advisor	DSM —District Sales Manager	S —Supervisor
CSSM —City Cargo Sales Manager	DSR —District Sales Representative	SM —Sales Manager
CFA —City Freight Agent	DTM —District Traffic Manager	SNM —Station Manager
CPA —City Passenger Agent	DTSM —District Traffic-Sales Manager	SR —Sales Representative
CM —Cargo Manager	ED —European Director	SS —Sales Supervisor
CS —Cargo Supervisor	EDSM —Eastern District Sales Manager	SSM —Sales Service Manager
CSM —City Sales Manager	ERCSM —Eastern Region Cargo Sales Manager	SRSR —Senior Sales Representative
CSR —Cargo Sales Representative	ETM —Eastern Traffic Manager	SSR —Special Sales Representative
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CST —Cargo Superintendent	GA —General Agent	TM —Traffic Manager
CRCSM —Central Region Cargo Sales Manager	GTM —General Traffic Manager	TR —Traffic Representative
CSS —City Sales Supervisor	LM —Liaison Manager	TSM —Traffic-Sales Manager
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CTSM —City Traffic-Sales Mgr.	R —Representative	WRCSM —Western Region Cargo Sales Manager
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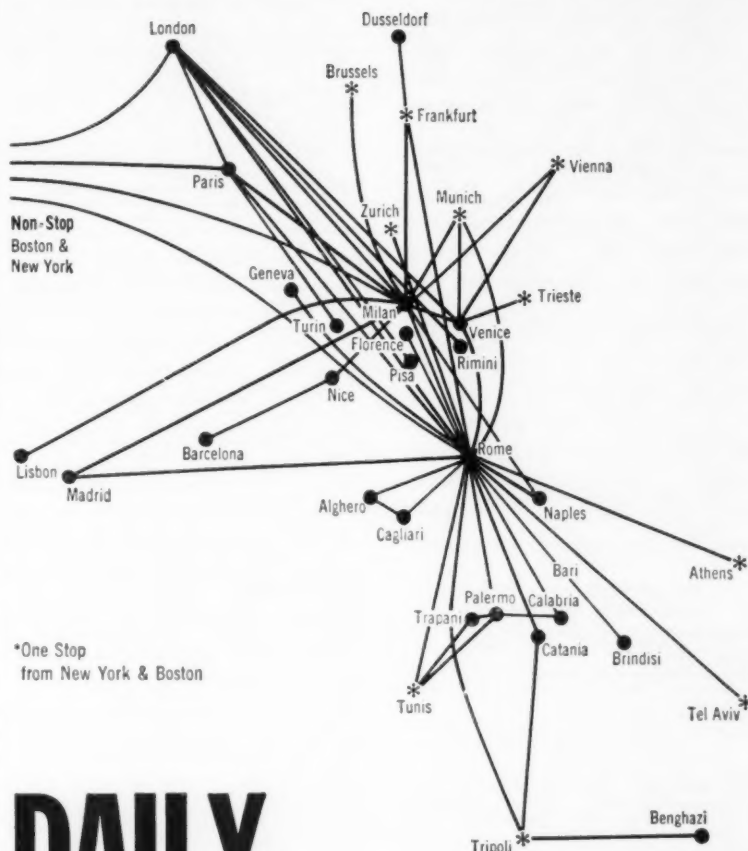
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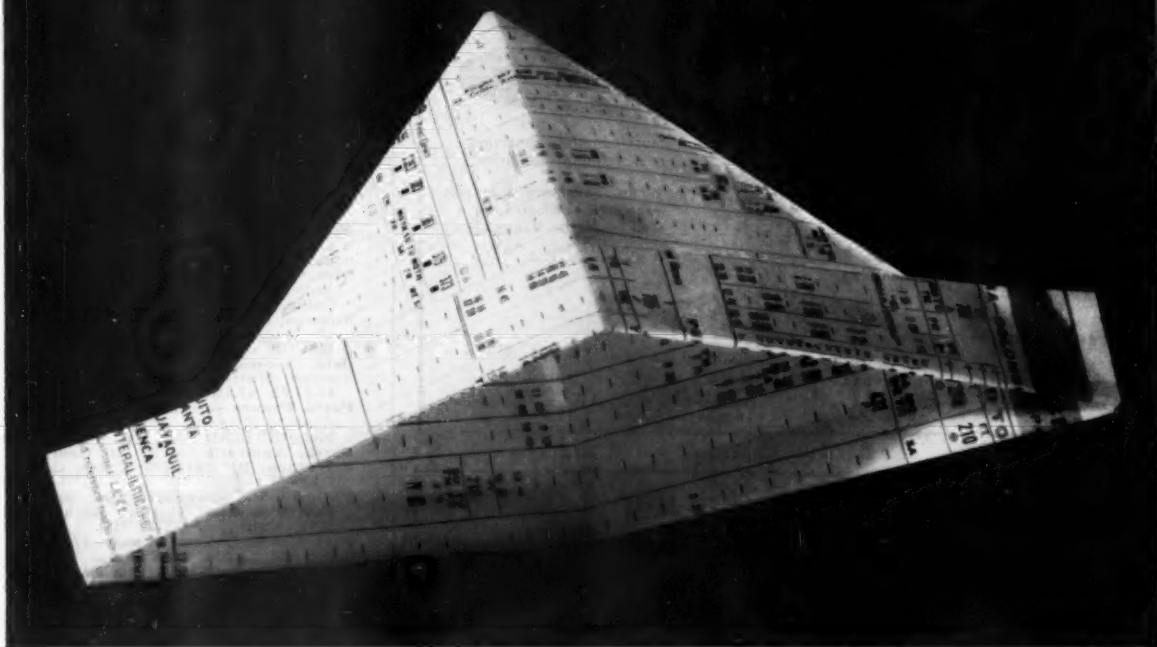
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Pounds to Kilograms
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Ounces	Kilos	Pounds	Kilos	Pounds	Kilos	Pounds	Kilos
1	0.028	27	12.247	69	31.298	155	70.308
2	.057	28	12.701	70	31.752	160	72.576
3	.085	29	13.154	71	32.205	165	74.844
4	.113	30	13.608	72	32.659	170	77.111
5	.142	31	14.062	73	33.113	175	79.379
6	.170	32	14.515	74	33.566	180	81.647
7	.198	33	14.969	75	34.020	185	83.915
8	.227	34	15.422	76	34.473	190	86.183
9	.255	35	15.876	77	34.927	195	88.451
10	.283	36	16.330	78	35.381	200	90.719
11	.312	37	16.783	79	35.834	225	102.059
12	.340	38	17.237	80	36.288	250	113.399
13	.368	39	17.690	81	36.741	275	124.739
14	.397	40	18.144	82	37.195	300	136.079
15	.425	41	18.597	83	37.649	325	147.419
Pounds		42	19.051	84	38.102	350	158.759
1	.454	43	19.505	85	38.556	375	170.099
2	.907	44	19.958	86	39.009	400	181.439
3	1.361	45	20.412	87	39.463	425	192.779
4	1.814	46	20.865	88	39.917	450	204.119
5	2.268	47	21.319	89	40.370	475	215.459
6	2.722	48	21.773	90	40.824	500	226.799
7	3.175	49	22.226	91	41.277	525	238.138
8	3.629	50	22.680	92	41.731	550	249.478
9	4.082	51	23.133	93	42.185	575	260.818
10	4.536	52	23.587	94	42.638	600	272.158
11	4.990	53	24.041	95	43.092	625	283.498
12	5.443	54	24.494	96	43.545	650	294.838
13	5.897	55	24.948	97	43.999	675	306.178
14	6.350	56	25.401	98	44.453	700	317.518
15	6.804	57	25.855	99	44.906	725	328.858
16	7.258	58	26.309	100	45.360	750	340.198
17	7.711	59	26.762	105	47.628	775	351.538
18	8.165	60	27.216	110	49.896	800	362.878
19	8.618	61	27.669	115	52.164	825	374.218
20	9.072	62	28.123	120	54.432	850	385.557
21	9.526	63	28.577	125	56.700	875	396.897
22	9.979	64	29.030	130	58.968	900	408.237
23	10.433	65	29.434	135	61.236	925	419.577
24	10.886	66	29.937	140	63.504	950	430.917
25	11.340	67	30.391	145	65.772	975	442.257
26	11.794	68	30.845	150	68.040	1,000	453.597

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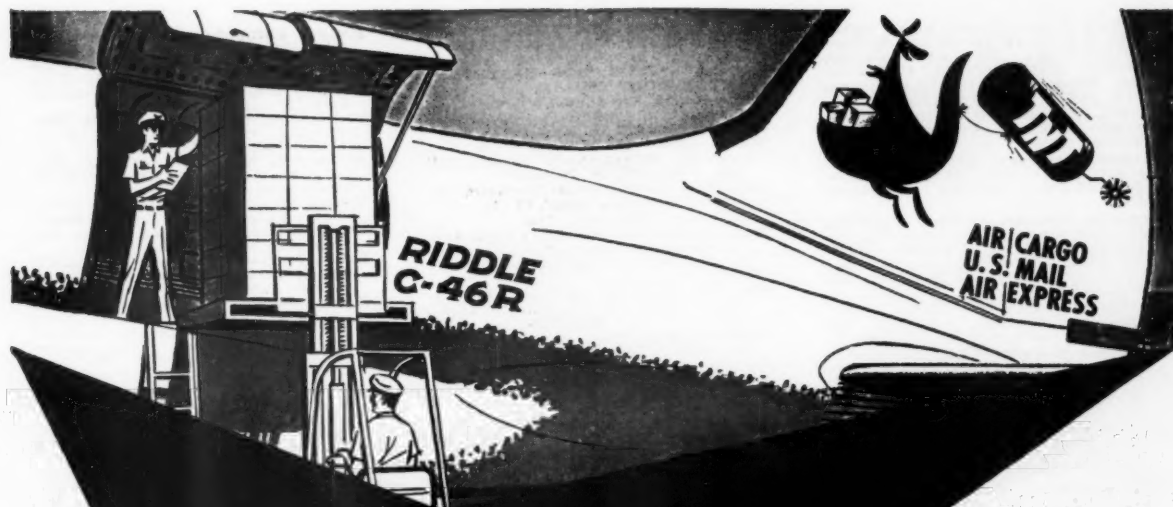
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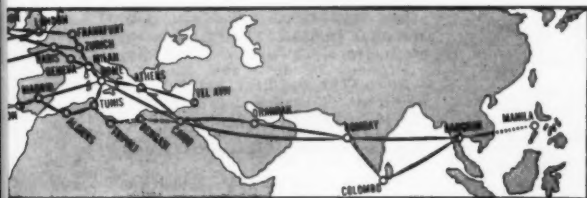
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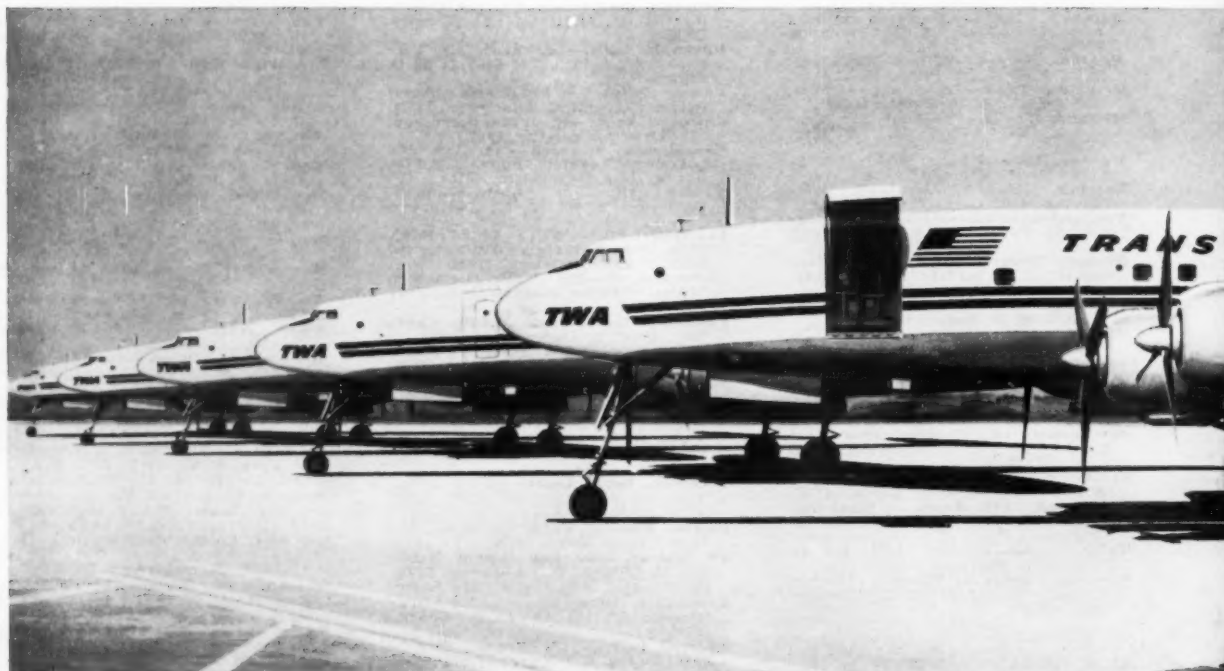
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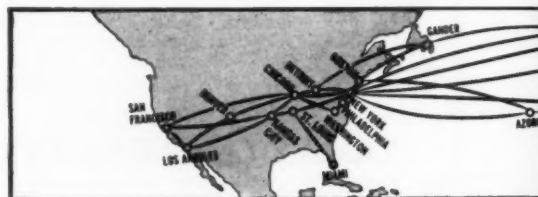
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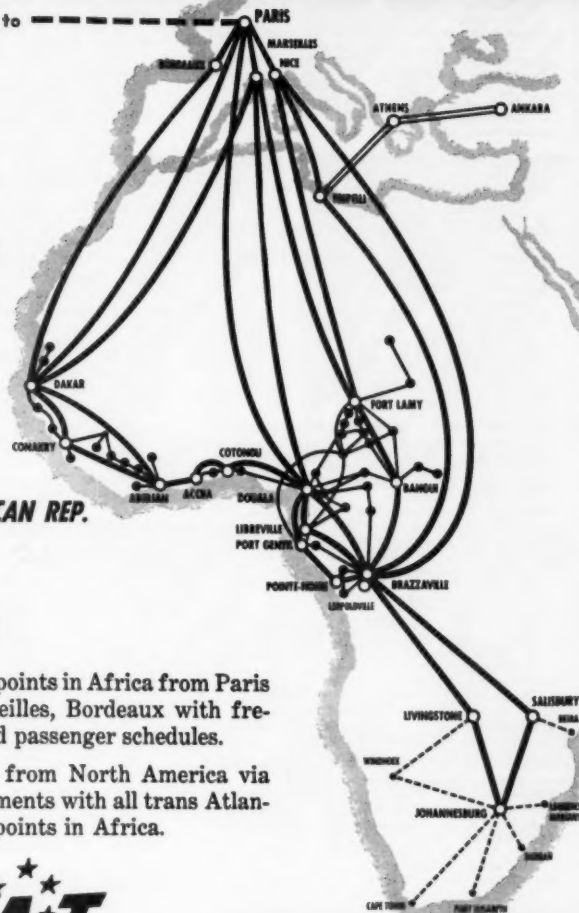


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 Medford, Ore.—Municipal Airport; Spring 3-6233.
 Merced, Calif.—Merced Airport; Randolph 2-8011.
 Milwaukee, Wis.—605 N. Plankinton Ave.; Humboldt 1-3800; DSM.
 Modesto, Calif.—Municipal Airport; Lambert 3-3211.
 Moline, Ill.—LeClaire Hotel; 4-6778; CSM; Airport—2-7701.
 Monterey, Calif.—Monterey Peninsula Airport; Frontier 5-3157.
 Newark, N. J.—13 Commerce St.; Market 2-1132; W. F. Nehls, DCR; Airport—Market 2-2369.
 New York, N. Y.—80 E. 42nd St.; Murrayhill 2-7300; W. F. Connolly, DCR; Idlewild Airport—Olympia 9-7975; LaGuardia Airport—Havermeyer 9-6000.
 Oakland, Calif.—1930 Broadway; Templebar 4-4000; G. E. Hagenah, DCR; Airport—Lockhaven 2-0522.
 Omaha, Neb.—230 W.O.W. Bldg.; Webster 6700; DSM; Airport—Webster 2429.
 Pendleton, Ore.—Municipal Airport; Crestview 6-7211.
 Philadelphia, Pa.—23 Penn Center Plaza; Locust 8-2800; E. R. Carnahan, DCR; Airport—Locust 8-2830.
 Pittsburgh, Pa.—Penn-Sheraton Hotel; Grant 1-1885; DSM; Airport—Federal 1-7575.
 Portland, Ore.—640 S. W. Broadway; Atlantic 7-2411; DSM; Airport—Atlantic 7-3221.
 Providence, R. I.—Sheraton-Biltmore Hotel; Union 16805; CSM; Airport—Temple 1-6950.
 Reno, Nev.—Hotel Riverside Bldg.; Fairview 3-2711; DSM; Airport—Fairview 9-0211.
 Rock Island, Ill.—Quad-Cities Airport; Moline 2-7701.
 Sacramento, Calif.—Hotel Senator; Garden 1-1000; DSM.
 Salem, Ore.—McNary Field; Empire 2-2441.
 Salinas, Calif.—Municipal Airport; Harrison 4-7686.
 Salt Lake City, Utah—Hotel Utah; Davis 8-8011; DSM.
 San Diego, Calif.—209 Broadway; Belmont 4-7171; DSM.
 San Jose, Calif.—52 N. First St.; Cypress 7-2466; CSM.
 San Francisco, Calif.—400 Post St.; Exbrook 7-2620; F. L. Olson, DCR; Airport—June 8-2424.
 Santa Barbara, Calif.—Municipal Airport; Woodland 7-1255.
 Seattle, Wash.—1225 Fourth Ave.; Mutual 2-3700; DSM; Airport—Cherry 3-6373.
 South Bend, Ind.—Oliver Hotel; Central 2-4811; CSM.
 Spokane, Wash.—237 Peyton Bldg.; Madison 4-2288; DSM; Airport—Temple 8-8222.
 Springfield, Mass.—Hotel Kimball; Republic 9-4751; CSM; Airport—Republic 9-3861.
 Stockton, Calif.—Stockton Field; Howard 6-9755.

Tacoma, Wash.—Winthrop Hotel; Fulton 3-2656; CSM; Airport—Fulton 3-1661.
 Tokyo, Japan—Imperial Hotel; 59-7025; DSM.
 Toledo, O.—507 Jefferson Ave.; Cherry 8-2601; DSM; Airport—University 5-52661.
 Vancouver, B. C.—904 Helmcken St.; Mutual 7111; DSM; Airport—Crestwood 8-2177.
 Visalia, Calif.—Municipal Airport; Redwood 4-9293.
 Walla Walla, Wash.—City-County Airport; Jackson 5-5860.
 Washington, D. C.—739 Shoreham Bldg.; Sterling 3-4700; DSM; Airport—Sterling 3-0895.
 Youngstown, O.—121-131 W. Boardman St.; Riverside 4-5338; CSM; Airport—Liberty 5-9744.

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 U. S. Manager: Mauricio Soares.
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 Curitiba, Brazil—Rua Quinze de Novembro 533; Tel. 42-15.
 Florianopolis, Brazil—Praca 15 do Novembro.
 Los Angeles, Calif.—412 W. 6th St.; Madison 4-1992.
 Maceio, Brazil—Rua do Comercio 77.
 Miami, Florida—14 N. E. 1st Ave.; Franklin 7-4724.
 Montevideo, Uruguay—Av. 18 de Julio 1121; Tels. 9-25-91, 9-26-00, 9-55-10.
 Natal, Brazil—Av. Tavares Lira 87; Tels. 15-49, 22-25.
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 Recife, Brazil—Rua da Palma 429; Tel. 78-15.
 Rio de Janeiro, Brazil—Rua Santa Luzia 837A; Tels. 52-37-07, 53-37-06, 52-37-09.
 Rio Grande, Brazil—Rua Mal. Floriano 273; Tel. 328.
 Salvador, Brazil—Rua Carlos Gomes 8; Tel. 42-79.
 San Francisco, California—240 Stockton St.; Sutter 1-8600.
 Santa Maria, Brazil—Rua do Acampamento 74; Tels. 674, 951.
 Sao Paulo, Brazil—Rua Libero Badaro 141; Tels. 26-51-82, 35-24-75.
 Washington, D. C.—1511 K St., N.W.; District 7-1930.
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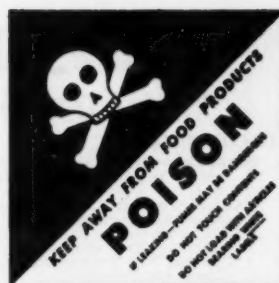
Eugene, Ore.—Diamond 5-8506; Fred Reigles, SNM.
 Hoquiam, Wash.—See Aberdeen.
 Idaho Falls, Ida.—Jackson 2-2695; Al Hoffman, SNM.
 Kennewick, Wash.—Liberty 7-5547; Carl O. Brauso, SNM.
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 Butte, Mont.—6555.
 Calgary, Alb., Canada—Crestview 7-0176.
 Casper, Wyo.—3-3777.
 Cheyenne, Wyo.—8-8916.
 Denver, Colo.—EAsat 2-1823.
 Edmonton, Alb., Canada—Glendale 5-4197.
 Great Falls, Mont.—GL-34355.
 Helena, Mont.—Hickory 2-8550.
 Huron, S. D.—Elgin 2-8601.
 Idaho Falls, Idaho—Jackson 2-8161.
 Las Vegas, Nev.—DUDLEY 2100.
 Long Beach, Calif.—Garfield 4-8571.
 Los Angeles, Calif.—Spring 6-2345.
 Mexico, D. F., Mexico—
 Minneapolis, Minn.—Parkway 1-3383.
 Oakland, Calif.—Lockhaven 8-3012.
 Ontario, Calif.—YUKON 6-1119.
 Palm Springs, Calif.—Fairview 5-2709.
 Phoenix, Ariz.—Bridge 5-6271.
 Pierre, S. D.—2445.
 Pocatello, Idaho—2208.
 Portland, Ore.—Atlantic 1-6423.
 Rapid City, S. D.—Fillmore 2-7110.
 Reno, Nev.—Fairview 2-1801.
 Saint Paul, Minn.—Parkway 1-3383.
 Salt Lake City, Utah—ELgin 5-7561.
 San Bernardino, Calif.—YUKON 6-1119.
 San Diego, Calif.—CYPRESS 8-1161.
 San Francisco, Calif.—Plaza 6-0677.
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 Sioux Falls, S. D.—4-4994.
 Tacoma, Wash.—BRoadway 2-5188.

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SPECIAL RESTRICTED CARGOES . . .

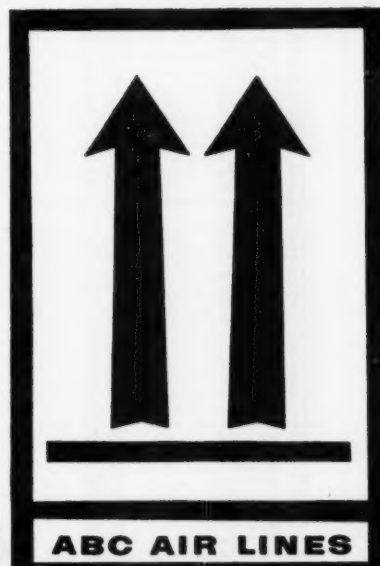
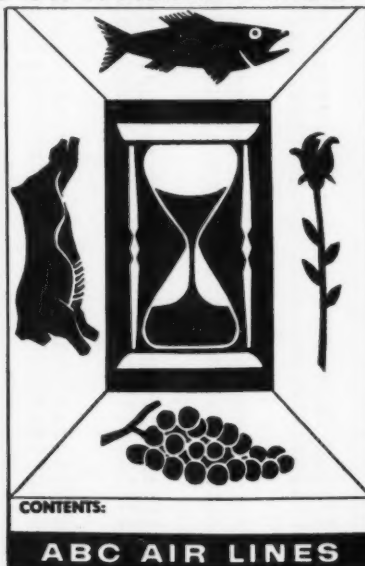


Top, Right: For poison, poison gas, and tear gas; white label with red printing . . . Above, Left to Right: For acids, alkaline, caustic liquids, and corrosive liquids; white label with black printing . . . For flammable liquids and flammable compressed gases; red label with black printing . . . For flammable solids and oxidizing materials; yellow label with black printing . . . For nonflammable compressed gases; green label with black printing.



Left to Right: For explosives; red label with black printing . . . For radioactive materials (Groups 1 and 2); white label with red printing . . . For radioactive materials (Group 3); white label with blue printing . . . For aircraft differentiating; orange label with black printing.

SPECIAL CONSIGNMENTS ON NORMAL CARGO



Left: For delicate commodities; red label with white symbol and printing . . . Center: For perishables; white label with blue symbols and white printing . . . Right: "This Side Up" white label with black symbol and printing.

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Burbank—*Airline Transport Carriers, Inc., Lockheed Air Terminal.
California Air Charter, Inc., Lockheed Air Terminal.
California-Hawaiian Air Lines—See Airline Transport Carriers, Inc.
*Central Air Transport, Inc., Lockheed Air Terminal.
*Great Lakes Airlines, Inc., Lockheed Air Terminal.
S. S. W., Inc., Lockheed Air Terminal.

U. S. Aircoach, Lockheed Air Terminal.
**Unit Export Co., Lockheed Air Terminal.
Universal Airlines—See S. S. W. Inc.

Hawthorne—*Los Angeles Air Service, Inc., Hawthorne Municipal Airport.
Stewart Air Service, 946 E. 120th St.

Long Beach—Air Services, Inc., 2735 E. Spring St.

Los Angeles—Blatz Airlines, Inc., 3132 W. 74th St.
Trans-Alaskan Airlines, Inc., 3325 Wilshire Blvd.

Oakland—Arctic-Pacific, Inc., Oakland International Airport.
*Currey Air Transport, Ltd., Oakland Municipal Airport.

*Transocean Air Lines, Oakland Municipal Airport.
World Airways, Inc., Oakland International Airport.

San Diego—Standard Airways, Lindbergh Field.

Santa Ana—Paul Mantz Air Service, Orange County Airport.

DOMESTIC AIR PARCEL POST RATES

Zone	First pound over 8 ounces	Additional pounds
	Cents	Cents
1, 2, and 3.....	60	48
4.....	65	50
5.....	70	56
6.....	75	64
7.....	80	72
8.....	85	80

Weight	Zone 1, 2 & 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—						
1 pound.....	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80
2 pounds.....	1.08	1.18	1.26	1.39	1.47	1.60
3 pounds.....	1.56	1.65	1.82	2.03	2.19	2.40
4 pounds.....	2.04	2.18	2.38	2.67	2.91	3.20
5 pounds.....	2.52	2.65	2.94	3.31	3.63	4.00
6 pounds.....	3.00	3.15	3.50	3.95	4.35	4.80
7 pounds.....	3.48	3.65	4.06	4.59	5.07	5.60
8 pounds.....	3.96	4.15	4.62	5.23	5.79	6.40
9 pounds.....	4.44	4.65	5.18	5.87	6.51	7.20
10 pounds.....	4.92	5.15	5.74	6.51	7.23	8.00
11 pounds.....	5.40	5.65	6.30	7.15	7.95	8.80
12 pounds.....	5.88	6.15	6.86	7.79	8.67	9.60
13 pounds.....	6.36	6.65	7.42	8.43	9.39	10.40
14 pounds.....	6.84	7.15	7.98	9.07	10.11	11.20
15 pounds.....	7.32	7.65	8.54	9.71	10.83	12.00
16 pounds.....	7.80	8.15	9.10	10.35	11.55	12.80
17 pounds.....	8.28	8.65	9.66	10.99	12.27	13.60
18 pounds.....	8.76	9.15	10.22	11.63	12.99	14.40
19 pounds.....	9.24	9.65	10.78	12.27	13.71	15.20
20 pounds.....	9.72	10.15	11.34	12.91	14.43	16.00
21 pounds.....	10.20	10.65	11.90	13.55	15.16	16.80
22 pounds.....	10.68	11.15	12.46	14.19	15.87	17.60
23 pounds.....	11.16	11.65	13.02	14.83	16.59	18.40
24 pounds.....	11.64	12.15	13.58	15.47	17.31	19.20
25 pounds.....	12.12	12.65	14.14	16.11	18.03	20.00
26 pounds.....	12.60	13.15	14.70	16.75	18.75	20.80
27 pounds.....	13.08	13.65	15.26	17.39	19.47	21.60
28 pounds.....	13.56	14.15	15.82	18.03	20.19	22.40
29 pounds.....	14.04	14.65	16.38	18.67	20.91	23.20
30 pounds.....	14.52	15.15	16.94	19.31	21.63	24.00
31 pounds.....	15.00	15.65	17.50	19.95	22.35	24.80
32 pounds.....	15.48	16.15	18.06	20.59	23.07	25.60
33 pounds.....	15.96	16.65	18.62	21.23	23.79	26.40
34 pounds.....	16.44	17.15	19.18	21.87	24.51	27.20
35 pounds.....	16.92	17.65	19.74	22.51	25.23	28.00
36 pounds.....	17.40	18.15	20.30	23.15	25.95	28.80
37 pounds.....	17.88	18.65	20.86	23.79	26.67	29.60
38 pounds.....	18.36	19.15	21.42	24.43	27.39	30.40
39 pounds.....	18.84	19.65	21.98	25.07	28.11	31.20
40 pounds.....	19.32	20.15	22.54	25.71	28.83	32.00
41 pounds.....	19.80	20.65	23.10	26.35	29.55	32.80
42 pounds.....	20.28	21.15	23.66	26.99	30.27	33.60
43 pounds.....	20.76	21.65	24.22	27.63	30.99	34.40
44 pounds.....	21.24	22.15	24.78	28.27	31.71	35.20
45 pounds.....	21.72	22.65	25.34	28.91	32.43	36.00
46 pounds.....	22.20	23.15	25.90	29.55	33.15	36.80
47 pounds.....	22.68	23.65	26.46	30.19	33.87	37.60
48 pounds.....	23.16	24.15	27.02	30.83	34.59	38.40
49 pounds.....	23.64	24.65	27.58	31.47	35.31	39.20
50 pounds.....	24.12	25.15	28.14	32.11	36.03	40.00
51 pounds.....	24.60	25.65	28.70	32.75	36.75	40.80
52 pounds.....	25.08	26.15	29.26	33.39	37.47	41.60
53 pounds.....	25.56	26.65	29.82	34.03	38.19	42.40
54 pounds.....	26.04	27.15	30.38	34.67	38.91	43.20
55 pounds.....	26.52	27.65	30.94	35.31	39.63	44.00
56 pounds.....	27.00	28.15	31.50	35.95	40.35	44.80
57 pounds.....	27.48	28.65	32.06	36.59	41.07	45.60
58 pounds.....	27.96	29.15	32.62	37.23	41.79	46.40
59 pounds.....	28.44	29.65	33.18	37.87	42.51	47.20
60 pounds.....	28.92	30.15	33.74	38.51	43.23	48.00
61 pounds.....	29.40	30.65	34.30	39.15	43.95	48.80
62 pounds.....	29.88	31.15	34.86	39.79	44.67	49.60
63 pounds.....	30.36	31.65	35.42	40.43	45.39	50.40
64 pounds.....	30.84	32.15	35.98	41.07	46.11	51.20
65 pounds.....	31.32	32.65	36.54	41.71	46.83	52.00
66 pounds.....	31.80	33.15	37.10	42.35	47.55	52.80
67 pounds.....	32.28	33.65	37.66	42.99	48.27	53.60
68 pounds.....	32.76	34.15	38.22	43.63	48.99	54.40
69 pounds.....	33.24	34.65	38.78	44.27	49.71	55.20
70 pounds.....	33.72	35.15	39.34	44.91	50.43	56.00

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Argonaut Airways Corporation, Box 627, International Airport Branch.

*Associated Air Transport, Inc., Box 932, International Airport Branch.

Continental Charters, Inc., Box 145, International Airport Branch.

Miami Airline, Inc., Box 165, International Airport Branch.

Southern Air Transport, Box 48-1226, International Airport Branch.

Miami Springs—*Conner Air Lines, Inc., Box 587.

*Regina Cargo Airlines, Inc., Box 675.

World Wide Airlines, Inc., 4477 N. W. 36th Street.

ILLINOIS

Chicago—Monarch Air Service, 6054 S. Cicero Ave.

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Baltimore—Overseas National Airways, Friendship International Airport.

MONTANA

Missoula—Johnson Flying Service, Inc., Box 1366.

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Newark—*Modern Air Transport, Inc., Hangar 3, Newark Airport.

West Trenton—Coastal Cargo Co., Inc., Box 459, Mercer County Airport.

Wildwood—*United States Overseas Airlines, Inc., Box 234, Cape May-Wildwood Airport.

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OREGON

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Philadelphia—Quaker City Airways, Inc., North Philadelphia Airport.

TENNESSEE

Nashville—*Capitol Airways, Inc., Berry Field.

TEXAS

Fort Worth—*American Flyers Airline Corp., Meacham Field.

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Sourdough Air Transport, Box 54, Boeing Field.

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CEYLON: Air Ceylon Limited.
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FINLAND: Aero O/Y (Finnair).
FRANCE: Air France.
 Compagnie de Transports Aeriens Intercontinentaux (TAI).
 Union Aeromarine de Transport (UAT).
GERMANY: Deutsche Lufthansa.
GREECE: Olympic Airlines, S.A.
HOLLAND: KLM Royal Dutch Airlines.
ICELAND: Flugfelag Islands, H. F. (Icelandair).
INDIA: Air India International.
 Indian Airlines Corporation.
INDONESIA: Garuda Indonesian Airways, N. V.
IRAN: Iranian Airways
IRAQ: Iraqi Airways.
ISRAEL: El Al Israel Airways, Ltd.
ITALY: Alitalia-Linea Aeree Italiane
JAPAN: Japan Air Lines Co., Ltd.
JUGOSLAVIA: Jugoslovenski Aerotransport (JAT).
KENYA: East African Airways Corp.
LEBANON: Air Liban.
 Middle East Airlines Co., S.A.
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 Tasman Empire Airways, Ltd.
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 Pan American World Airways, Inc.
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 1000—Live Animals and Inedible Animal and Vegetable Products.
 2000—Textile: Fibres and Manufactures.
 3000—Metals and Manufactures, excluding Machinery, Vehicles and Electrical Equipment.
 4000—Machinery, Vehicles, and Electrical Equipment.
 5000—Non-Metallic Minerals and Manufactures.
 6000—Chemicals and Related Products.
 7000—Paper, Reed, Rubber, Wood Manufactures.
 8000—Scientific Professional and Precision Instruments Apparatus and Supplies.
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AIR TRANSPORTATION

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JET AGE AIRLINERS

MANUFACTURER	COUNTRY OF MANUFACTURE	AIRCRAFT (J) Jet (P) Propjet	SPEED (Miles per Hour)	CARGO CAP. (Cubic Feet)	RANGE (Miles)	AIRLINE PURCHASER	TOTAL PURCHASED	TOTAL OPTIONS	COMMENCING DELIVERY DATES
BOEING	U. S.	(J) Stratoliner 707-120	591	1,400	4,000+	American Airlines Continental Air Lines Eastern Pan American World Airways Qantas Empire Airways Trans World Airlines	25 4 2 2 7 15	Not Reported	Nov., 1958 (22 in service) May, 1959 (4 in service) Mar., 1960 (6 in service) Late 1959 (7 in service) April, 1959 (18 in service) Oct., 1959
		(J) Stratoliner 707-220	605	1,600	4,000+	Brasileir International Airways	5	Not Reported	
		(J) Intercontinental 707-320	605	1,700	5,000+	Air France Pan American World Airways Sabena Belgian World Airways South African Airways Trans World Airlines	17 17 6 3 3	Not Reported	Nov., 1958 Late 1958 Oct., 1958 July, 1959 Unannounced
		(J) Intercontinental 707-420	605	1,700	5,000+	Air India British Overseas Airways Corp. Lufthansa German Airlines Varig Airlines	3 15 4 2	Not Reported	Jan., 1960 Dec., 1959 Jan., 1960 July, 1959
		(J) 720	600	1,340	2,400+	United Air Lines	11	Not Reported	April, 1960
BRISTOL	Britain	(J) 707-623	600	1,340	2,400+	American Airlines	25		Late 1960
		(P) Britannia 100	367	756	3,630-4,800	British Overseas Airways Corp.	15	Not Reported	Delivered
		(P) Britannia 300	385	910	3,085-4,940	Aerovias de Mexico Air Charter, Ltd. El Al Israel Airlines	2 2 1	Not Reported	Delivered Delivered Delivered
		(P) Britannia 310	385	910	4,570-6,575	British Overseas Airways Corp. Canadian Pacific Air Lines Caledonia El Al Israel Airlines Hunting-Clan Air Transport Transcontinental	16 8 4 3 2 2		Delivered Delivered Winter, 1958-59 Delivered Delivered Delivered
		(J) Comet 4	500	450	3,100	Aerolineas Argentinas British Overseas Airways Corp. East African Airways	6 19 2	Not Reported	1959 Late 1958 1960
DOUGLAS	U. S.	(J) Comet 4B	530	458	2,350	British European Airways Olympic Airways	6 2	Not Reported	Late 1959 1960
		(J) DC-3	566 (Domestic) 590 (Intercontinental)	1,390	3,800 (Domestic) 4,500 (Intercontinental) 5,200 (Extended Range)	Alitalia Canadian Pacific Airlines Delta Air Lines Eastern Airlines Japan Air Lines KLM Royal Dutch Airlines National Airlines Northwest Orient Airlines Olympic Airways Pan American World Airways Panagra Piedmont Airlines Philippine Air Lines Scandinavian Airlines System Swissair Trans-Canada Air Lines Transports Aeriens Intercontinentaux Union Aeronautique de Transport United Air Lines	4 4 8 16 12 3 5 2 2 4 4 2 7 3 2 2 2 2 40	5	Early 1961 1959 (3 delivered) 1959 1959 1960 1960 1961 1959 1960 1960 1960 1960 1960 1960 1960 1960 1960 1959 (5 delivered)
		(P) Fairchild F-27	272-300	162	1,925	Aerovias Ecuatorianas Aerovias Venezolanas Aloha Airline Bonanza Air Lines Northern Consolidated Airlines Ozark Air Lines Piedmont Airlines Quebecair Trans Mar de Cortes West Coast Airlines Wien Alaska Airlines	1 5 6 10 3 3 8 3 1 6 2	3	In service In service In service In service In service In service In service In service In service In service In service
		(J) Convair 440	615	883	3,500	Civil Air Transport Delta Air Lines REAL Aerovias Trans World Airlines	1 10 3 30		Late 1959 Late 1959
		(J) Convair 880							

TERRITORIAL	
-------------	--

1 *Alaskan carrier.*
2 *Hawaiian carrier.*
3 *Puerto Rican carrier.*

[illegible]

INTERLINE AIR

DOMESTIC AIRLINES AND INTERNATIONAL AIRLINES SERVING THE UNITED STATES

AERLINTE AERONAVES AEROVIAS PANAMA ASA AIR FRANCE ALITALIA AMERICAN ARGENTINE AVENSA AVIANCA AVIATECA BOAC BRANIFF CANADIAN PACIFIC CINTA CUBANA DELTA DOMINICANA EAGLE (BERMUDA) EASTERN ECUATORIANA EL AL GUEST IBERIA ICELANDIC JAPAN KLM LACSA LAN-CHILE LANICA LAV ▲ INTERNATIONAL AIR CARRIERS ▼	DOMESTIC AIR CARRIERS ▶	AA XICO	AL LEGHENY	AM ERICAN	BO NANZA	BR ANIFF	CA PITAL	CE NTRAL	CO NTINENTAL	DE LTA	EA STERN	FL YING TIGER	FR ONTIER	MO HAWK	NA TIONAL	NE W YORK	NE ORTHEAST	NO RTHWEST	OZ ARK	PA CIFIC	PI EDMONT	RI DDLE	SO UTHERN	TWA	TRAN S-TEXAS	UN ITED	WE ST COAST	WE STERN
AERLINTE										X					X			X						X		X		X
AERONAVES															X			X						X		X		X
AEROVIAS PANAMA															X			X						X		X		X
ASA		X					X	X		X	X	X	X		X	X	X	X			X	X	X	X	X	X	X	X
AIR FRANCE		X		X			X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
ALITALIA		X	X				X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
AMERICAN		X	X		X		X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
ARGENTINE				X			X								X									X		X		X
AVENSA				X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
AVIANCA			X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
AVIATECA			X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
BOAC		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
BRANIFF		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
CANADIAN PACIFIC				X											X													
CINTA															X													
CUBANA				X									X		X									X		X		X
DELTA		X		X			X	X	X		X	X	X		X			X				X	X	X	X	X	X	X
DOMINICANA										X	X	X			X								X	X	X	X	X	X
EAGLE (BERMUDA)										X	X				X								X	X	X	X	X	X
EASTERN		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
ECUATORIANA															X								X	X	X	X	X	X
EL AL			X	X	X		X	X			X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
GUEST				X			X			X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
IBERIA				X			X			X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
ICELANDIC				X											X								X	X	X	X	X	X
JAPAN				X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
KLM		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
LACSA				X	X		X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
LAN-CHILE															X								X	X	X	X	X	X
LANICA															X								X	X	X	X	X	X
LAV					X	X									X								X	X	X	X	X	X
LUFTHANSA		X		X		X	X			X	X	X		X	X	X	X	X				X	X	X	X	X	X	X
MACKEY															X													
MEXICANA		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
NATIONAL		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
NORTHEAST		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
NORTHWEST		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
PAN AMERICAN		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
PANAGRA		X													X													
"Q" AIRWAYS															X													
QANTAS				X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
RANSA				X			X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
REAL				X											X													
SAM		X		X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
SAS		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
SABENA		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
SEABOARD & WESTERN		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
SWISSAIR		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
TACA		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
TAN				X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
TWA		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
TRANS-CANADA		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
TRANS CARIBBEAN				X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
TRANSCONTINENTAL				X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
TRANSOCEAN				X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
UMCA		X		X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
UNITED		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
VARIG		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X
WESTERN															X													

Air Cargo Service Selection Chart



	0 TO 300 MILES	300 TO 600 MILES	600 TO 1000 MILES	1000 TO 1400 MILES	1400 TO 1800 MILES	1800 TO 2400 MILES
1 Pound						
2 Pounds						
3 Pounds						
4 Pounds		AIR PARCEL POST*				
5 Pounds						
6 Pounds						
7 Pounds						
8 Pounds						
9 Pounds						
10 Pounds						
15 Pounds			AIR EXPRESS			
20 Pounds						
25 Pounds						
30 Pounds						
35 Pounds						
40 Pounds						
45 Pounds		AIR FREIGHT				
50 Pounds						
55 Pounds						
60 Pounds						
70 Pounds						

*50¢ per shipment delivery cost to Post Office included.

Designed by Delta Air Lines, this chart provides an excellent guide for shippers who are puzzled over whether to specify air freight, air express, or air parcel post. Made up for shipments of up to 70 pounds destined to con-

signees up to 2,400 miles away, Delta's chart at a glance provides the answer to the question of which one of the door-to-door shipping possibilities offers the most economical service. Consult this chart. It will save you money.

AIR CARGO SERVICES TO KEY CITIES OF THE WORLD

Note: This section is devoted to listing those airlines which offer cargo services to the cities named. Not all of these air carriers serve the foreign cities from the United States (see Footnote 1). However, interline agreements among the airlines allow swift transportation of shipments between any two cities in the world. Consult the tables of Interline Air Cargo Agreements in this edition.

¹ Carrier has no United States route.

² Does not operate to or from the United States mainland.

³ Flag stop.

⁴ When required for large shipments of reserved cargo.

⁵ Flies express; no freight.

⁶ Charter flights.

⁷ Connects with company's transatlantic passenger-cargo service.

	Pass.- Cargo	All- Cargo		Pass.- Cargo	All- Cargo		Pass.- Cargo	All- Cargo
ABADAN, IRAN			Malev ¹	X		TAI ¹	X	
BOAC.....	X		Pan American.....	X	X	TWA.....	X	
Iranair ¹			SAS.....	X		UAT ¹	X	
KLM.....	X		Sabena.....	X	X			
SAS.....	X		Seaboard & Western.....	X	X			
			Swissair.....	X	X			
ACCRA, GHANA			ANCHORAGE, ALASKA			ATLANTA, GEORGIA		
Air France.....	X		Alaska.....	X		Braniff.....	X	
BOAC.....	X		Cordova ¹	X		Capital.....	X	
Ghana ¹	X		Northern Consolidated ¹	X				
Pan American.....	X		Northwest.....	X	X			
ADDIS ABABA, ETHIOPIA			Pacific Northern.....	X		DELTA		
ETHIOPIAN			Reeve ¹	X		Eastern.....	X	X
			SAS.....	X		Riddle.....	X	X
						Southern.....	X	
ADEN, ADEN	X		ANKARA, TURKEY			TWA.....	X	
Air India ¹	X		Air Liban ¹	X				
Alitalia.....	X		Ariana ¹	X		AUCKLAND, N. Z.		
BOAC.....	X		Cyprus ¹	X		Canadian Pacific ¹	X	
Ethiopian ¹	X		KLM.....	X		Pan American.....	X	
Middle East ¹	X		Iranair ¹	X		Qantas.....	X	
			Middle East ¹	X		TAI ¹	X	
AKRON, OHIO			Pan American.....	X		TEAL ¹	X	
American.....	X		SAS.....	X				
Capital.....	X		Sabena.....	X				
Eastern.....	X		Swissair.....	X				
Flying Tiger.....	X	X	UAT ¹	X				
United.....	X	X						
ALBANY, NEW YORK			ANTOFAGASTA, CHILE					
American.....	X		LAN.....	X				
Eastern.....	X		PANAGRA					
Flying Tiger.....	X	X						
TWA.....	X		Peruanas.....	X	X			
ALBUQUERQUE, N. M.			ARICA, CHILE					
Continental.....	X		LAN.....	X		BAHREIN, PERSIAN GULF		
Frontier.....	X		Panagra.....	X	X	Air Ceylon ¹	X	
TWA.....	X					Air India ¹		X
ALGIERS, ALGERIA			ARUBA, N. W. I.			Ariana ¹	X	
Air France.....	X		KLM.....	X		BOAC.....	X	
Royal Air Maroc ¹	X		Ransa.....	X	X	Cyprus ¹	X	
TWA.....	X		ASHEVILLE, N. C.			Lebanese ¹	X	
Tunis ¹	X		Capital.....	X		Middle East ¹	X	
			Delta.....	X		Swissair.....	X	
AMARILLO, TEXAS			Piedmont.....	X				
Braniff.....	X		ASUNCION, PARAGUAY					
Central.....	X		Argentinas.....	X		BALTIMORE, MARYLAND		
Continental.....	X		Braniff.....	X		Allegheny.....	X	
TWA.....	X		Pan American.....	X		American.....	X	X
			Panair ¹	X		Capital.....	X	
AMSTERDAM, NETHERLANDS			REAL.....	X		Delta.....	X	X
Aer Lingus ¹	X		TSA.....	X		Eagle.....	X	
Aeroflot ¹	X					Eastern.....	X	
Aero O/Y ¹	X		ATHENS, GREECE			National.....	X	
Air Ceylon ¹	X		Air France.....	X		Pan American.....	X	
BEA ¹	X	X	Alitalia.....	X		TWA.....	X	
Canadian Pacific ¹	X		BEA ¹	X		United.....	X	
Czechoslovakian ¹	X		BOAC.....	X	X ⁷			
El Al.....	X		Cyprus ¹	X		BANGKOK, THAILAND		
Islandic.....	X		El Al.....	X		Air France.....	X	
			Ethiopian ¹	X		Air India ¹	X	
KLM			KLM.....	X		BOAC.....	X	X ⁷
			Lufthansa.....	X		CAT ¹	X	
LOT ¹	X	X	Middle East ¹	X		Cathay ¹	X	
			Olympic ¹	X		Japan.....	X	
			Qantas.....	X		KLM.....	X	
			SAS.....	X		Lufthansa.....	X	
			Sabena.....	X		Pan American.....	X	
			South African ¹	X		Qantas.....	X	
			Swissair.....	X		SAS.....	X	
						Swissair.....	X	
						TAI ¹	X	
						TWA.....	X	

	Pass- Cargo	All- Cargo
BARBADOS, B. W. I.		
Air France.....	X	
BOAC.....	X	
BWA.....	X	
LAV.....	X	
Pan American.....	X	
Trans-Canada.....	X	

BARCELONA, SPAIN

Aer Lingus ¹	X	
Air France.....	X	
Alitalia.....	X	
BEA ¹	X	
BOAC.....	X	
Ghana ¹	X	
Iberia.....	X	
KLM.....	X	
Lufthansa.....	X	
Pan American.....	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	
West African.....	X	

BARCELONA, VENEZ.

Avensa.....	X	
LAV.....	X	
RANSA.....		X

BARRANQUILLA, COLOMBIA

Avianca.....	X	
KLM.....	X	
Lloyd.....	X	
Pan American.....	X	X
RAS ¹	X	

BASLE, SWITZERLAND

BEA ¹	X	
KLM.....	X	X

SEABOARD & WESTERN

Swissair.....	X	X
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BATON ROUGE, LA.

Delta.....	X	X
Eastern.....	X	X
Southern.....	X	X

BEAUMONT, TEXAS

Delta.....	X	X
Eastern.....	X	X
Trans-Texas.....	X	X

BEIRUT, LEBANON

Air France.....	X	
Air India ¹	X	X
Air Jordan ¹	X	
Air Liban ¹	X	
Alitalia.....	X	
BOAC.....	X	X ¹
Cyprus.....	X	
Iranair.....	X	
KLM.....	X	
Lebanese ¹	X	
Lufthansa.....	X	
Middle East.....	X	
Olympic.....	X	
Pan American.....	X	
Panair ¹	X	
Qantas.....	X	
Sabena.....	X	
SAS.....	X	

SWISSAIR

BELEM, BRAZIL

Pan American.....	X	X
Panair ¹	X	
REAL.....	X	
Varig.....	X	

BELGRADE, JUGOSLAVIA

Air France.....	X	
BEA ¹	X	
JAT ¹	X	
Swissair.....	X	

BELIZE, BRIT. HOND.

ASA.....	X	
SAHSA.....	X	
TACA.....	X	
TAN.....	X	

BERLIN, GERMANY

Air France.....	X	
BEA ¹	X	
KLM.....	X	
Pan American ¹	X	X

BILLINGS, MONTANA

Frontier.....	X	
---------------	---	--

Northwest.....	X	
Western.....	X	
BINGHAMTON, NEW YORK		
Eastern.....	X	
Flying Tiger.....		X
Mohawk.....	X	
TWA.....	X	

BIRMINGHAM, ALABAMA

Braniff.....	X	
Capital.....	X	
Delta.....	X	X
Eastern.....	X	
Southern.....	X	

BIRMINGHAM, ENGLAND

Aer Lingus ¹	X	
BEA ¹	X	

BISMARCK, N. D.

Frontier.....	X	
North Central.....	X	
Northwest.....	X	

BOGOTA, COLOMBIA

ASA INT'L AIRLINES

Air France.....	X	
Avianca.....	X	
Braniff.....	X	
Iberia.....	X	
LAV.....	X	
Lloyd ¹	X	
Panagra.....	X	
RAS ¹	X	
REAL.....	X	

BOISE, IDAHO

Continental.....	X	
United.....	X	
West Coast.....	X	

BOMBAY, INDIA

Air Ceylon ¹	X	
Air India ¹	X	X
Alitalia.....	X	
BOAC.....	X	
Iranair ¹	X	
Middle East ¹	X	
Qantas.....	X	
Swissair.....	X	
TWA.....	X	

BOSTON, MASSACHUSETTS

Alitalia.....	X	
American.....	X	X
BOAC.....	X	
Eastern.....	X	
Flying Tiger.....	X	X
Irish.....	X	
Mohawk.....	X	
National.....	X	
Northeast.....	X	
Pan American.....	X	X
Trans-Canada.....	X	
TWA.....	X	
United.....	X	X

BRAZZAVILLE, F. W. I.

Air France.....	X	
KLM.....	X	
UAT ¹	X	

BREMEN, GERMANY

KLM.....	X	
----------	---	--

LUFTHANSA

SAS.....	X	
----------	---	--

BRIDGEPORT, CONN.

American.....	X	X
---------------	---	---

BRISBANE, AUSTRALIA

Australian National ¹	X	
Qantas.....	X	
TAA ¹	X	
TAT ¹	X	
TEAL ¹	X	

BROWNSVILLE, TEXAS

Braniff.....	X	
Eastern.....	X	
Pan American.....	X	

BRUSSELS, BELGIUM

Aer Lingus ¹	X	
Aeroflot ¹	X	

Alitalia.....	X	
BEA ¹	X	X
Czech ¹	X	
El Al.....	X	
KLM.....	X	X
Lebanese ¹	X	
LOT ¹	X	
Lufthansa.....	X	
Maiev.....	X	
Pan American.....	X	X

SABENA

SEABOARD & WESTERN

SAS.....	X	
Swissair.....	X	
Tarom ¹	X	
Trans-Canada.....	X	

BUENOS AIRES, ARG.

Air France.....	X	
Alitalia.....	X	
Argentinas.....	X	
Braniff.....	X	
Canadian Pacific ¹	X	
Iberia.....	X	
KLM.....	X	
LAN.....	X	
Lufthansa.....	X	
Pan American.....	X	X

PANAGRA

Panair.....	X	X
Peruanas.....	X	
REAL.....	X	
SAS.....	X	
Swissair.....	X	
TSA.....	X	
Varig.....	X	

BUFFALO, NEW YORK

Allegheny.....	X	
American.....	X	X
Capital.....	X	
Flying Tiger.....	X	X
Lake Central.....	X	
Mohawk.....	X	

BURBANK, CALIFORNIA

Flying Tiger.....	X	X
Pacific.....	X	
TWA.....	X	
United.....	X	
Western.....	X	

CAIRO, U. A. R.

Air France.....	X	
Air Ceylon ¹	X	
Air India ¹	X	
Air Jordan ¹	X	
Ethiopian ¹	X	
KLM.....	X	
Lufthansa.....	X	
Middle East ¹	X	
Olympic ¹	X	
Qantas.....	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	
TAT ¹	X	
TWA.....	X	

CALCUTTA, INDIA

Air France.....	X	
Air India ¹	X	X ¹
BOAC.....	X	
Cathay.....	X	
KLM.....	X	
Lufthansa.....	X	
Pan American.....	X	
Qantas.....	X	
SAS.....	X	
Swissair.....	X	

CALGARY, ALB., CANADA

Canadian Pacific.....	X	
Trans-Canada.....	X	X
Western.....	X	

CALI, COLOMBIA

Avianca.....	X	
Ecuatoriana.....	X	
Lloyd.....	X	
Pan American.....		X ¹

PANAGRA

	X	X
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CAMAGUEY, CUBA

Cubana.....	X	
Pan American.....	X	X

	Pass.- Cargo	All- Cargo
CANTON, OHIO		
American.....	X	
Capital.....	X	
Eastern.....	X	
United.....	X	

CARACAS, VENEZUELA		
Air France.....	X	
Alitalia.....	X	
Avenas.....	X	X
Avianca.....	X	
BOAC.....	X	
BWIA.....	X	
Delta.....	X	
Guest.....	X	
Iberia.....	X	
KLM.....	X	X

LAV		
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Pan American.....	X	X
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RANSA		
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REAL.....	X	
TSA.....	X	

CAYENNE, F. GUIANA		
Air France.....	X	
Pan American.....	X	X

CHARLESTON, S. C.		
Delta.....	X	
Eastern.....	X	
National.....	X	
Southern.....	X	

CHARLESTON, W. VA.		
American.....	X	
Capital.....	X	
Eastern.....	X	
Piedmont.....	X	

CHARLOTTE, N. C.		
Capital.....	X	
Delta.....	X	X
Eastern.....	X	
Piedmont.....	X	
Southern.....	X	

CHATTANOOGA, TENN.		
Braniff.....	X	
Capital.....	X	
Delta.....	X	
Eastern.....	X	

CHEYENNE, WYOMING		
Frontier.....	X	
United.....	X	
Western.....	X	

CHICAGO, ILLINOIS		
Air France.....	X	
American.....	X	X
BOAC.....	X	
Braniff.....	X	X
Capital.....	X	
Continental.....	X	
Cubana.....	X	
Delta.....	X	X
Eastern.....	X	
Flying Tiger.....	X	X
Lake Central.....	X	
Lufthansa.....	X	
Mexicana.....	X	
North Central.....	X	X
Northwest.....	X	
Ozark.....	X	
Pan American.....	X	
Riddle.....	X	X

TWA		
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Trans-Canada.....	X	X
United.....	X	X

CINCINNATI, OHIO		
American.....	X	X
Delta.....	X	X
Lake Central.....	X	
Piedmont.....	X	
TWA.....	X	

CIUDAD TRUJILLO, D. R.		
Caribbean Atlantic.....	X	
Dominican.....	X	
Delta.....	X	
Pan American.....	X	X
Varig.....	X	

CLEVELAND, OHIO		
Allegheny.....	X	
American.....	X	

	Pass.- Cargo	All- Cargo
Capital.....	X	
Eastern.....	X	
Flying Tiger.....		X
Lake Central.....	X	
Northwest.....	X	
Riddle.....		X
TWA.....	X	
Trans-Canada.....	X	
United.....	X	X

COCHABAMBA, BOLIVIA		
Lloyd.....	X	

PANAGRA		
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	X	X
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COLOGNE, GERMANY		
BEA.....	X	
KLM.....	X	

LUFTHANSA		
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Pan American.....	X	X
Sabena.....	X	X
Seaboard & Western.....	X	X

SWISSAIR		
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	X	X
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COLOMBO, CEYLON		
Air Ceylon.....	X	
BOAC.....	X	
KLM.....	X	
Qantas.....	X	
TWA.....	X	

COLUMBUS, OHIO		
American.....	X	
Delta.....	X	
Eastern.....	X	
Lake Central.....	X	
Piedmont.....	X	

TWA		
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United.....	X	X
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COPENHAGEN, DENMARK		
Aero Lingus.....	X	
Aero O/Y.....	X	
Aeroflot.....	X	
Air France.....	X	
BEA.....	X	X
Czech.....	X	
Flugfag.....	X	
Icelandic.....	X	
KLM.....	X	X
LOT.....	X	
Lufthansa.....	X	
Malev.....	X	
Pan American.....	X	X
SAS.....	X	
Sabena.....	X	
Swissair.....	X	

CORPUS CHRISTI, TEXAS		
Braniff.....	X	
Eastern.....	X	
Trans-Texas.....	X	

CURACAO, N. W. I.		
Delta.....	X	
KLM.....	X	X
LAV.....	X	
Pan American.....	X	
Ransa.....	X	X
RAS.....	X	

DAKAR, SENEGAL		
Air France.....	X	
Argentinas.....	X	
Iberia.....	X	
Lufthansa.....	X	
Pan American.....	X	
Panair.....	X	
Swissair.....	X	
UAT.....	X	

DALLAS, TEXAS		
American.....	X	X
Braniff.....	X	X
Central.....	X	
Continental.....	X	
Delta.....	X	X
Trans-Texas.....	X	

DAMASCUS, U. A. R.		
Air India.....	X	
Air Jordan.....	X	
Alitalia.....	X	
BOAC.....	X	X
Cyprus.....	X	

	Pass.- Cargo	All- Cargo
Iranair.....	X	
KLM.....	X	
Lufthansa.....	X	
Middle East.....	X	
Pan American.....	X	
SAS.....	X	
Swissair.....	X	

DARWIN, AUSTRALIA		
Air India.....	X	X
BOAC.....	X	
Cathay.....	X	
KLM.....	X	
Qantas.....	X	
TAI.....	X	

DAYTON, OHIO		
American.....	X	
Delta.....	X	
Lake Central.....	X	
TWA.....	X	
United.....	X	

DELHI, INDIA		
Air India.....	X	X
BOAC.....	X	
Iranair.....	X	
KLM.....	X	
Lebanese.....	X	
Middle East.....	X	
Swissair.....	X	
TWA.....	X	

DENVER, COLORADO		
Braniff.....	X	
Central.....	X	
Continental.....	X	
Frontier.....	X	
TWA.....	X	
United.....	X	
Western.....	X	X

DES MOINES, IOWA		
Braniff.....	X	
Ozark.....	X	
United.....	X	

DETROIT, MICHIGAN		
Allegheny.....	X	
American.....	X	X
BOAC.....	X	
Capital.....	X	
Delta.....	X	
Eastern.....	X	
Flying Tiger.....	X	
KHS.....	X	X
Lake Central.....	X	
Mohawk.....	X	
North Central.....	X	
Northwest.....	X	X
Pan American.....	X	
Riddle.....	X	X
TWA.....	X	
United.....	X	X

DHAHRAN, SAUDI ARABIA		
Air Jordan.....	X	
Iranair.....	X	
KLM.....	X	
Lebanese.....	X	
Middle East.....	X	
Swissair.....	X	
TWA.....	X	

DJAKARTA, INDONESIA		
Air India.....	X	X
BOAC.....	X	
Pan American.....	X	
Qantas.....	X	
SAS.....	X	
TAI.....	X	

DUBLIN, EIRE		
Aer Lingus.....	X	
BEA.....	X	

IRISH		
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KLM.....	X	
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DUSSELDORF, GERMANY		
Air Lingus.....	X	
Air France.....	X	
Air India.....	X	X
Alitalia.....	X	
BEA.....	X	X
KLM.....	X	

LUFTHANSA		
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Pan American.....	X	X
Panair.....	X	X

	Pass- Cargo	All- Cargo
SAS.....	X	
Seaboard & Western.....		X
Swissair.....	X	
Trans-Canada.....	X	
EDMONTON, ALB., CANADA		
Canadian Pacific ¹	X	
Northwest.....	X	
Pacific Western ¹	X	
Trans-Canada.....	X	X
Western.....	X	
EL PASO, TEXAS		
American.....	X	
Continental.....	X	
Delta.....	X	
Trans-Texas.....	X	
ELIZABETHVILLE, BELG. CONGO		
Sabena.....	X	
ENTEBBE, UGANDA		
Alitalia.....	X	
BOAC.....	X	
ERIE, PENNSYLVANIA		
Allegheny.....	X	
Capital.....	X	
Lake Central.....	X	
Mohawk.....	X	
FAIRBANKS, ALASKA		
Alaska.....	X	
Northern Consolidated ²	X	
Pan American.....	X	
Wien.....	X	
FIJI ISLANDS		
Canadian Pacific ¹	X	
Pan American.....	X	
TEAL ¹	X	
FLORENCE, ITALY		
Alitalia.....	X	
FORT DE FRANCE, MART.		
Air France.....	X	
BWIA.....	X	
Pan American.....	X	
FORT LAUDERDALE, FLA.		
Eastern.....	X	
Mackey.....	X	
National.....	X	
Northeast.....	X	
Qantas.....	X	
FORT WAYNE, IND.		
Delta.....	X	
TWA.....	X	
United.....	X	
FORT WORTH, TEXAS		
American.....	X	X
Braniff.....	X	
Central.....	X	
Continental.....	X	
Delta.....	X	
Trans-Texas.....	X	
FORTALEZA, BRAZIL		
Panair ¹	X	
REAL.....	X	
Varig.....	X	
FRANKFURT, GERMANY		
Aer Lingus.....	X	
Air France.....	X	
Alitalia.....	X	
Argentinas.....	X	
Ariana ¹	X	
Austrian.....	X	
Avianca.....	X	
BEA ¹	X	
BOAC.....	X	X ¹
Ethiopian ¹	X	
Iberia.....	X	
Iranair ¹	X	
KLM.....	X	X
LUFTHANSA		
Middle East ¹	X	X
Olympic ¹	X	
Pan American.....	X	X
Panair ²	X	
SAS.....	X	
Sabena.....	X	X

	Pass- Cargo	All- Cargo
SEABOARD & WESTERN		
South African.....	X	
Swissair.....	X	
TAL.....	X	
TWA		
West African.....	X	X
GANDER, NEWF., CANADA		
Maritime ¹	X	
Pan American.....	X	X
TWA.....	X	
Trans-Canada.....	X	
GENEVA, SWITZERLAND		
Air France.....	X	
Air India ¹	X	
Alitalia.....	X	
BEA ¹	X	
Iberia.....	X	
KLM.....	X	
Lufthansa.....	X	
Middle East ¹	X	
SAS.....	X	
Sabena.....	X	
Seaboard & Western.....	X	X
Swissair.....	X	X
TWA		
	X	X
GEORGETOWN, B. C.		
Air France.....	X	
BWIA.....	X	
KLM.....	X	
Pan American.....	X	X
GLASGOW, SCOTLAND		
Aer Lingus ¹	X	
BEA ¹	X	
BOAC.....	X	X ¹
Flugtag ¹	X	
Icelandic.....	X	
KLM.....	X	X
Pan American.....	X	
SAS.....	X	
Sabena.....	X	
SEABOARD & WESTERN		
Trans-Canada.....	X	X
GRAND CAYMAN, B. W. I.		
BWIA.....	X	
LACSA.....	X	X
GRAND RAPIDS, MICH.		
Capital.....	X	
Flying Tiger.....	X	X
KHS.....	X	X
Lake Central.....	X	
North Central.....	X	
GREENSBORO, N. C.		
Capital.....	X	
Eastern.....	X	
Piedmont.....	X	
GREENVILLE, S. C.		
Delta.....	X	
Eastern.....	X	
Southern.....	X	
GUAM ISLAND		
Pan American.....	X	X
Transocean.....	X	
GUATEMALA, GUAT.		
Aviateca.....	X	X
KLM.....	X	
Pan American.....	X	X
SAHSA.....	X	
TACA.....	X	
TAN.....	X	
ASA INT'L AIRLINES		
		X
GUAYAQUIL, ECUADOR		
Braniff.....	X	
Equatoriana.....	X	
KLM.....	X	
Pan American.....	X	X ¹
PANAGRA		
Panama.....	X	X
Peruanas.....	X	

	Pass- Cargo	All- Cargo
HAMBURG, GERMANY		
Aero O/Y ¹	X	
Air France.....	X	
BEA ¹	X	
Flugtag ¹	X	
Icelandic.....	X	
KLM.....	X	
LUFTHANSA		
Pan American.....	X	X
SAS.....	X	
Sabena.....	X	
SEABOARD & WESTERN		
Swissair.....	X	X
HAMILTON, BERMUDA		
BOAC.....	X	
BWIA.....	X	
Cubana.....	X	
Delta.....	X	
Eagle.....	X	
Eastern.....	X	
Guest.....	X	
Iberia.....	X	
LAV.....	X	
Pan American.....	X	
Trans-Canada.....	X	
HANOVER, GERMANY		
BEA ¹	X	
KLM.....	X	
LUFTHANSA		
Pan American.....	X	X
SAS.....	X	
Seaboard & Western.....	X	X
HARRISBURG, PA.		
Allegheny.....	X	
Capital.....	X	
TWA.....	X	
HARTFORD, CONN.		
American.....	X	X
Eastern.....	X	
Flying Tiger.....	X	X
Northeast.....	X	
TWA.....	X	
United.....	X	X
HAVANA, CUBA		
Argentinas.....	X	
BOAC.....	X	
Braniff.....	X	
Cubana.....	X	
Delta.....	X	
Iberia.....	X	
KLM.....	X	
LACSA.....	X	
LAV.....	X	
Mackey.....	X	
Mexicana.....	X	
National.....	X	X
Pan American.....	X	
Qantas.....	X	
TAN.....	X	
HELSINKI, FINLAND		
Aero O/Y.....	X	
Czech.....	X	
Pan American.....	X	
SAS.....	X	
HONG KONG		
Air France.....	X	
Air India ¹	X	
Air Vietnam ¹	X	
BOAC.....	X	X ¹
Canadian Pacific ¹	X	
CAT ¹	X	
Cathay ¹	X	
Hong Kong ¹	X	
Japan.....	X	
Korean ¹	X	
PAL.....	X	
Pan American.....	X	
Qantas.....	X	
Swissair.....	X	
HONOLULU, HAWAII		
Aloha ¹	X	
BOAC.....	X	
Canadian Pacific ¹	X	
Hawaiian ²	X	
Northwest.....	X	
Pan American.....	X	X
Qantas.....	X	
Transocean.....	X	
United.....	X	

	Pass- Cargo	All- Cargo
HOUSTON, TEXAS		
American.....	X	
Aviateca.....	X	X
Braniff.....	X	
Continental.....	X	
Delta.....	X	X
Eastern.....	X	
KLM.....	X	
National.....	X	
Pan American.....	X	X
Trans-Texas.....	X	

INDIANAPOLIS, IND.		
American.....	X	
Delta.....	X	
Eastern.....	X	
Lake Central.....	X	
Ozark.....	X	

TWA		
	X	X

ISTANBUL, TURKEY		
Air France.....	X	
BEA ¹	X	
BOAC.....	X	
Cyprus ¹	X	
El Al.....	X	
KLM.....	X	
Lufthansa.....	X	
Middle East ¹	X	
Olympic ¹	X	
Pan American.....	X	
Panair ¹	X	
Qantas.....	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	

JACKSON, MISS.		
Delta.....	X	X
Southern.....	X	
Trans-Texas.....	X	

JACKSONVILLE, FLA.		
Delta.....	X	X
Eastern.....	X	
National.....	X	
Northeast.....	X	
Southern.....	X	

JOHANNESBURG, UN. OF S. A.		
Air France.....	X	
Alitalia.....	X	
BOAC.....	X	
El Al.....	X	
KLM.....	X	
Pan American.....	X	
Qantas.....	X	
SAS.....	X	
Sabena.....	X	
South African ¹	X	
UAT ¹	X	

KANO, NIGERIA		
Air Ceylon ¹	X	
Air France.....	X	
BOAC.....	X	
KLM.....	X	
Sabena.....	X	
South African ¹	X	
West African ¹	X	

KANSAS CITY, MO.		
Braniff.....	X	X
Central.....	X	
Continental.....	X	
Delta.....	X	
Frontier.....	X	
Ozark.....	X	

TWA		
United.....	X	X

KARACHI, PAKISTAN		
Air France.....	X	
Air India ¹	X	
Alitalia.....	X	
Ariana ¹	X	
BOAC.....	X	X ¹
Iranair.....	X	
KLM.....	X	
Lufthansa.....	X	
Middle East ¹	X	
Pan American.....	X	
Qantas.....	X	
SAS.....	X	
Swissair.....	X	
TAP ¹	X	

KETCHIKAN, ALASKA		
Alaska Coastal ¹	X	
Ellis ²	X	
Pacific Northern.....	X	
Pan American.....	X	

	Pass- Cargo	All- Cargo
KHARTOUM, SUDAN		
Air France.....	X	
Alitalia.....	X	
BOAC.....	X	
Iranair.....	X	
KLM.....	X	
Middle East ¹	X	
Pan American.....	X	
Qantas.....	X	
SAS.....	X	
Swissair.....	X	
TAP ¹	X	

KINGSTON, JAMAICA		
Avenas.....	X	
Avianca.....	X	
BOAC.....	X	
BWIA.....	X	
Delta.....	X	
KLM.....	X	
Pan American.....	X	X
RANSA.....	X	X
Trans-Canada.....	X	

KNOXVILLE, TENN.		
American.....	X	
Capital.....	X	
Delta.....	X	
Piedmont.....	X	

KUALA LAMPUR, MALAYA		
BOAC.....	X	
Cathay ¹	X	
KLM.....	X	
Qantas.....	X	
SAS.....	X	

KUWAIT, KUWAIT		
Air Jordan ¹	X	
BOAC.....	X	
Cyprus ¹	X	
Iranair ¹	X	
Lebanese ¹	X	
Middle East ¹	X	

SWISSAIR		
	X	

LAGOS, NIGERIA		
Air France.....	X	
BOAC.....	X	
West African ¹	X	

LA PAZ, BOLIVIA		
Braniff.....	X	
LAN.....	X	
Lloyd.....	X	

PANAGRA		
	X	X

LAS VEGAS, NEVADA		
Bonanza.....	X	
Pacific.....	X	
TWA.....	X	
United.....	X	
Western.....	X	

LEOPOLDVILLE, BELG. CONGO		
Pan American.....	X	
Sabena.....	X	

LIMA, PERU		
Air France.....	X	
Avianca.....	X	
Braniff.....	X	
Canadian Pacific.....	X	
Equatoriana.....	X	
Faucett.....	X	
KLM.....	X	
LAN.....	X	
LAV.....	X	
Pan American.....	X	X ¹

PANAGRA		
	X	X

Panair ¹	X	
Panama.....	X	
Peruanas.....	X	

LISBON, PORTUGAL		
Aer Lingus ¹	X	
Air France.....	X	
Alitalia.....	X	
Avianca.....	X	
BEA ¹	X	
Canadian Pacific ¹	X	
Guest.....	X	
Iberia.....	X	
KLM.....	X	
LAV.....	X	

	Pass- Cargo	All- Cargo
Lufthansa.....		
Pan American.....	X	
Panair ¹	X	
SAS.....	X	
Sabena.....	X	

SWISSAIR		
TWA.....	X	X ¹

LITTLE ROCK, ARK.		
American.....	X	
Braniff.....	X	
Central.....	X	
Delta.....	X	
Trans-Texas.....	X	

LONDON, ENGLAND		
Aer Lingus ¹	X	
Air Ceylon ¹	X	
Air France.....	X	
Air India ¹	X	X
Alitalia.....	X	
Argentinas.....	X	
BEA.....	X	

BOAC		
	X	X ¹

Central African.....	X	
El Al.....	X	
Flugtag.....	X	
Ghana.....	X	
Iberia.....	X	
Icelandic.....	X	
KLM.....	X	X
Lufthansa.....	X	
Olympic.....	X	
Middle East.....	X	
Pan American.....	X	X
Panair.....	X	
Qantas.....	X	
SAS.....	X	
Sabena.....	X	X

SEABOARD & WESTERN		
South African.....	X	X
Swissair.....	X	

TWA		
Trans-Canada.....	X	X
West African.....	X	

LOS ANGELES, CALIF.		
American.....	X	X
Bonanza.....	X	
Continental.....	X	
Japan.....	X	
Los Angeles ¹	X	
Mexicans.....	X	
Pacific.....	X	
Pan American.....	X	X
SAS.....	X	

TWA		
Transocean.....	X	X
United.....	X	X
Western.....	X	

LOUISVILLE, KENTUCKY		
American.....	X	
Delta.....	X	
Eastern.....	X	
Ozark.....	X	
Piedmont.....	X	
TWA.....	X	

LUXEMBOURG, LUX.		
Icelandic.....	X	
KLM.....	X	
Sabena.....	X	

MADRID, SPAIN		
Air France.....	X	
Alitalia.....	X	
Avianca.....	X	
Argentinas.....	X	
BEA ¹	X	
Canadian Pacific ¹	X	
Cubana.....	X	
Guest.....	X	
Iberia.....	X	
KLM.....	X	
LAV.....	X	
Lufthansa.....	X	
Panair ¹	X	
REAL.....	X	
SAS.....	X	
Swissair.....	X	
TWA.....	X	

	Pass.- Cargo	All- Cargo
MANAGUA, NICARAGUA		
KLM	X	
Lanica	X	
Pan American	X	X
TACA	X	

MANCHESTER, ENGLAND

Aer Lingus ¹	X	
BEA ¹	X	
BOAC	X	
KLM	X	
Sabena	X	

SWISSAIR

MANILA, P. I.

Air France	X	
CAT ¹	X	
Cathay ¹	X	
KLM	X	
Northwest	X	
PAL ¹	X	
Pan American	X	X
Qantas	X	
SAS	X	
Swissair	X	

MARACAIBO, VENEZUELA

Avenas	X	X
KLM	X	
LAV	X	
Pan American	X	X
RANSA	X	

MARSEILLE, FRANCE

Air France	X	
Royal Air Maroc ¹	X	
TAT ¹	X	
Tunis ¹	X	
UAT ¹	X	

MEDELLIN, COLOMBIA

Avianca	X	
Lloyd	X	
Pan American	X	
RAS	X	

MELBOURNE, AUSTRALIA

Australian National ¹	X	
BOAC	X	
Qantas	X	
TAA ¹	X	
TEAL ¹	X	

MEMPHIS, TENN.

American	X	X
Braniff	X	
Capital	X	
Delta	X	
Eastern	X	
Southern	X	
Trans-Texas	X	

MEXICO CITY, MEXICO

Aerolineas Mexicanas	X	
Aeromex	X	
Air France	X	
American	X	X
Braniff	X	
Canadian Pacific	X	
Cubana	X	
Eastern	X	
Guest	X	
Iberia	X	
KLM	X	
LACSA	X	
Mexicana	X	
Pan American	X	X
TACA	X	
Western	X	

MIAMI, FLORIDA

Avenas	X	
Avianca	X	
Aviateca	X	
BOAC	X	
BWIA	X	
Braniff	X	
Capital	X	
Cubana	X	
Delta	X	
Dominican	X	X
Eastern	X	
Ecuatoriana	X	
Guest	X	
KLM	X	
LACSA	X	X
LAN	X	
LAV	X	X
Lanica	X	
Lloyd	X	
Mackey	X	

NATIONAL AIRLINES

Northeast	X	
Northwest	X	
Pan American	X	X
Panama	X	
RANSA	X	X
REAL	X	

RIDDLE AIRLINES

TAN	X	
TWA	X	

MILAN, ITALY

Air France	X	
Alitalia	X	
BEA ¹	X	
BOAC	X	X ¹
Iranair ¹	X	
KLM	X	
Lebanese ¹	X	
Lufthansa	X	
SAS	X	
Sabena	X	X

SWISSAIR

X

TWA

X X

MILWAUKEE, WISCONSIN

American	X	
Capital	X	
Flying Tiger	X	X
North Central	X	
Northwest	X	X
Ozark	X	
United	X	X

MINNEAPOLIS, MINNESOTA

Braniff	X	
Capital	X	
Flying Tiger	X	X
North Central	X	

NORTHWEST

Ozark	X	X
Western	X	

MOBILE, ALABAMA

Capital	X	
Eastern	X	
National	X	
Southern	X	

MONTEGO BAY, JAMAICA

Avenas	X	
Avianca	X	
BOAC	X	
BWIA	X	
Delta	X	
Pan American	X	
Trans-Canada	X	

MONTEVIDEO, URUGUAY

Air France	X	
Alitalia	X	
Argentinas	X	
Iberia	X	
KLM	X	
LAN	X	
Lufthansa	X	
Pan American	X	X
Panair	X	
REAL	X	
SAS	X	
Swissair	X	
TSA	X	
Vnig	X	

MONTREAL, P. Q., CANADA

Air France	X	
BOAC	X	
Canadian Pacific	X	
Eagle	X	
KLM	X	
Eastern	X	
Lufthansa	X	
Nordair	X	
Northeast	X	
Quebecair	X	
SAS	X	
Sabena	X	
Transair	X	
Trans-Canada	X	X

MOSCOW, U. S. S. R.

Aeroflot ¹	X	
Air France	X	
Air India ¹	X	
BEA ¹	X	

KLM	X	
SAS	X	
Sabena	X	

MUNICH, GERMANY

Air France	X	
Alitalia	X	
BEA	X	
El Al	X	
JAT	X	
KLM	X	

LUFTHANSA

Pan American	X	X
SAS	X	
Sabena	X	

SEABOARD & WESTERN

X

SWISSAIR

X

NAIROBI, KENYA

Air France	X	
Air India ¹	X	
Alitalia	X	
BOAC	X	
Central African ¹	X	
Ethiopian ¹	X	
SAS	X	
South African ¹	X	

NASHVILLE, TENN.

American	X	X
Braniff	X	
Eastern	X	
Ozark	X	
TWA	X	

NASSAU, BAHAMAS

Bahamas	X	
BOAC	X	
Eagle	X	
Mackey	X	
Pan American	X	
Trans-Canada	X	

NEW HAVEN, CONN.

American	X	X
Eastern	X	

NEW ORLEANS, LA.

Avenas	X	
Aviateca	X	
Braniff	X	
Capital	X	
Delta	X	X
Eastern	X	
National	X	
Pan American	X	X
Southern	X	
TACA	X	
Trans-Texas	X	

NEW YORK, N. Y.

AAXICO

Aeronaves	X	X ¹
Air France	X	
Alitalia	X	
Allegheny	X	
American	X	X
Avianca	X	
BOAC	X	
Braniff	X	
Capital	X	
Cubana	X	
Delta	X	X
Eagle	X	
Eastern	X	
El Al	X	
Flying Tiger	X	X
Iberia	X	
Islandia	X	
Irish	X	X
KLM	X	
LAV	X	

LUFTHANSA

Mohawk	X	X
National	X	
New York ¹	X	X
Northeast	X	
Northwest	X	X

PAN AMERICAN

Qantas	X	X
Riddle	X	
SAS	X	X
Sabena	X	X

	Pass.- Cargo	All- Cargo
SEABOARD & WESTERN		
Swissair.....	X	X
TSA.....	X	
TWA		
Trans-Canada.....	X	X
TRANS CARIBBEAN		
Transocean.....	X	
United.....		X
Varig.....	X	

NEWARK, N. J.

(See New York)

NICE, FRANCE

Air France.....	X	
Alitalia.....	X	
BEA ¹		X
KLM.....	X	
Lufthansa.....	X	
Pan American.....	X	
Royal Air Maroc ¹	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	
TAI ¹	X	
Tunis ¹	X	
UAT ¹	X	

NICOSIA, CYPRUS

Air Jordan ¹	X	
Cyprus ¹	X	
El Al.....	X	
Middle East ¹	X	
Olympic ¹	X	

NORFOLK, VIRGINIA

Capital.....	X	
National.....	X	
Piedmont.....	X	

NUREMBERG, GERMANY

KLM.....	X	
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LUFTHANSA

Pan American.....	X	X
Seaboard & Western.....		X

OAKLAND, CALIFORNIA

American.....	X	
Flying Tiger.....		X
Pacific.....	X	
TWA.....	X	
United.....	X	
West Coast.....	X	
Western.....	X	

OKINAWA, RYUKYUS

CAT.....	X	
Japan.....	X	
Northwest.....	X	
Transocean.....	X	

OKLAHOMA CITY, OKLA.

American.....	X	
Braniff.....	X	
Central.....	X	
Continental.....	X	
TWA.....	X	

OMAHA, NEBRASKA

Braniff.....	X	
Frontier.....	X	
North Central.....	X	
Ozark.....	X	
United.....	X	

ORLANDO, FLORIDA

Braniff.....	X	
Delta.....	X	X
Eastern.....	X	
National.....	X	
Riddle.....		X

OSAKA, JAPAN

Japan.....	X	X
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OLSO, NORWAY

BEA ¹	X	
Flugfelag ¹	X	
Icelandic.....	X	
KLM.....	X	
Pan American.....	X	
SAS.....	X	

OTTAWA, ONT., CANADA

Eastern.....	X	
Transair ¹	X	
Trans-Canada.....	X	

PALMA, MAJORCA

Air France.....	X	
BEA ¹	X	
Flugfelag ¹	X	
Iberia.....	X	
KLM.....	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	

PANAMA CITY, R. P.

ASA INT'L AIRLINES

Avianca.....	X	X
Braniff.....	X	
Ecuatoriana.....	X	
Guest.....	X	
KLM.....	X	
LACSA.....	X	
LAN.....	X	
LAV.....	X	
Pan American.....	X	X

PANAGRA

Panama.....	X	X
RAS.....	X	
TACA.....	X	

PARAMARIBO, SUR.

Air France.....	X	
KLM.....	X	
Pan American.....	X	X

PARIS, FRANCE

Aer Lingus ¹	X	
Aeroflot ¹	X	

AIR FRANCE

Air India ¹	X	
Air Liban ¹	X	
Alitalia.....	X	
Argentinas.....	X	
Avianca.....	X	
BEA ¹	X	
El Al.....	X	
Guest.....	X	
Iberia.....	X	
JAT ¹	X	
KLM.....	X	X
Lebanese ¹	X	
Olympic ¹	X	
Pan American.....	X	
Panair ¹	X	
Royal Air Maroc ¹	X	
SAS.....	X	
Sabena.....	X	X

SEABOARD & WESTERN

Swissair.....	X	X
TAI ¹	X	
Trans-Canada.....	X	
Tunis ¹	X	

TWA

X	X
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UAT

X

PEORIA, ILLINOIS

American.....	X	
Ozark.....	X	
TWA.....	X	

PHILADELPHIA, PA.

Allegheny.....	X	
American.....	X	X
Capital.....	X	
Delta.....	X	X
Eastern.....	X	
Flying Tiger.....		X
National.....	X	
Northeast.....	X	
Pan American.....	X	X
Riddle.....		

TWA

United.....	X	X
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PHOENIX, ARIZONA

American.....	X	
Bonanza.....	X	
Continental.....	X	
Frontier.....	X	
TWA.....	X	X
Western.....	X	

PITTSBURGH, PA.

Allegheny.....	X	
American.....	X	
Capital.....	X	
Eastern.....	X	
Lake Central.....	X	
Northwest.....	X	

TWA

United.....	X	X
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PORT AU PRINCE, HAITI

Delta.....	X	
Pan American.....	X	X

PORT OF SPAIN, TRINIDAD

Air France.....	X	
Argentinas.....	X	
BOAC.....	X	
BWIA.....	X	
KLM.....	X	
LAV.....	X	
Pan American.....	X	X
REAL.....	X	
Trans-Canada.....	X	
Varig.....	X	

PORTLAND, OREGON

Alaska.....	X	
Braniff.....	X	
Continental.....	X	
Flying Tiger.....		X
Northwest.....	X	X
Pacific.....	X	
Pacific Northern.....	X	
Pan American.....	X	
United.....	X	
West Coast.....	X	
Western.....	X	

PRAGUE, CZECH.

Air France.....	X	
Air India ¹	X	
Ariana ¹	X	
BEA ¹	X	
Czech ¹	X	
JAT ¹	X	
KLM.....	X	
Malev ¹	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	

PROVIDENCE, R. I.

American.....	X	
Eastern.....	X	
Flying Tiger.....		X
National.....	X	
Northeast.....	X	
United.....	X	

QUITO, ECUADOR

Air France.....	X	
Avianca.....	X	
Ecuatoriana.....	X	X ¹
Pan American.....	X	X ¹

PANAGRA

Panama.....	X	X
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RALEIGH, N. C.

Capital.....	X	
Eastern.....	X	
Piedmont.....	X	

RANGOON, BURMA

Air France.....	X	
BOAC.....	X	
Cathay ¹	X	X ¹
KLM.....	X	
Pan American.....	X	
SAS.....	X	

READING, PA.

Capital.....	X	
Eastern.....	X	
TWA.....	X	

RECIFE, BRAZIL

Argentinas.....	X	
KLM.....	X	
Panair.....	X	

	Pass- Cargo	All- Cargo
REAL.....	X	
SAS.....	X	
Varig.....	X	

RICHMOND, VA.

American.....	X	
Capital.....	X	
Eastern.....	X	
National.....	X	
Piedmont.....	X	

RIO DE JANEIRO, BRAZIL

Air France.....	X	
Alitalia.....	X	
Braniff.....	X	
Iberia.....	X	
KLM.....	X	
Lufthansa.....	X	
Pan American.....	X	X
Panagra.....	X	
RAS ¹	X	
REAL.....	X	
SAS.....	X	
Swissair.....	X	
TSA.....	X	
Varig.....	X	

ROANOKE, VIRGINIA

American.....	X	
Eastern.....	X	
Piedmont.....	X	

ROCHESTER, N. Y.

American.....	X	
Capital.....	X	
Flying Tiger.....	X	X
Mohawk.....	X	

ROME, ITALY

Aer Lingus ¹	X	
Air Ceylon ¹	X	
Air France.....	X	
Air India ¹	X	X

ALITALIA

Argentinas.....	X	
BEA.....	X	
BOAC.....	X	
Central African ¹	X	X ¹
El Al.....	X	
Iberia.....	X	
KLM.....	X	
LAV.....	X	
Lufthansa.....	X	
Middle East ¹	X	
Olympic ¹	X	
Pan American.....	X	
Panair.....	X	
Qantas.....	X	
SAS.....	X	
Sabena.....	X	
South African ¹	X	
Swissair.....	X	

TWA

West African ¹	X	X
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SAIGON, VIETNAM

Air France.....	X	
Air Vietnam ¹	X	
Cathay ¹	X	
KLM.....	X	
Pan American.....	X	
TAI ¹	X	

ST. LOUIS, MISSOURI

American.....	X	X
Braniff.....	X	
Capital.....	X	
Central.....	X	
Continental.....	X	
Delta.....	X	
Eastern.....	X	
Ozark.....	X	

TWA

	X	X
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ST. PAUL, MINNESOTA

Braniff.....	X	
Capital.....	X	
Flying Tiger.....	X	X
North Central.....	X	
Northwest.....	X	X
Ozark.....	X	
Western.....	X	

ST. PETERSBURG, FLA.

ASA INT'L AIRLINES

Braniff.....	X	X
Delta.....	X	

Eastern.....	X	
Mackey.....	X	
National.....	X	
Northwest.....	X	
TWA.....	X	
Trans-Canada.....	X	

SALISBURY, S. RHODESIA

Air France.....	X	
Alitalia.....	X	
BOAC.....	X	
Central African ¹	X	
South African ¹	X	
UAT ¹	X	

SALT LAKE CITY, UTAH

Bonanza.....	X	
Braniff.....	X	
Frontier.....	X	
United.....	X	X
West Coast.....	X	
Western.....	X	

SAN ANTONIO, TEXAS

American.....	X	X
Braniff.....	X	
Continental.....	X	
Eastern.....	X	
LAV.....	X	
Mexicana.....	X	
Trans-Texas.....	X	

SAN DIEGO, CALIF.

American.....	X	X
Bonanza.....	X	
Continental.....	X	
Flying Tiger.....	X	X
United.....	X	X
Western.....	X	

SAN FRANCISCO, CALIF.

American.....	X	X
BOAC.....	X	
Continental.....	X	
Flying Tiger.....	X	X
Japan.....	X	
Pacific.....	X	
Pan American.....	X	X
Qantas.....	X	

TWA

United.....	X	X
West Coast.....	X	X
Western.....	X	

SAN JOSE, C. R.

KLM.....	X	
LACSA.....	X	X
Pan American.....	X	X
Panagra.....	X	
TACA.....	X	

SAN JUAN, P. R.

Avianca.....	X	
BWIA.....	X	
Caribbean Atlantic.....	X	
Delta.....	X	
Dominican.....	X	
Eastern.....	X	
Iberia.....	X	
Pan American.....	X	X
Riddle.....	X	X

TRANS CARIBBEAN

X

SAN SALVADOR, EL SALV.

ASA INT'L AIRLINES

KLM.....	X	X
LACSA.....	X	
Pan American.....	X	X
SAHSA.....	X	
TACA.....	X	
TAN.....	X	

SANTA MARIA, AZORES

Air France.....	X	
Avianca.....	X	
Canadian Pacific ¹	X	
Cubana.....	X	
Guest.....	X	
Iberia.....	X	
KLM.....	X	
Pan American.....	X	

SANTIAGO, CHILE

Argentinas.....	X	
Canadian Pacific.....	X	

KLM.....	X	
LAN.....	X	
Lufthansa.....	X	

PANAGRA

Panair.....	X	X
Peruanas.....	X	
SAS.....	X	

SAO PAULO, BRAZIL

Air France.....	X	
Alitalia.....	X	
Argentinas.....	X	
Braniff.....	X	
Iberia.....	X	
KLM.....	X	
Lufthansa.....	X	
Pan American.....	X	X
Panair.....	X	
Panagra.....	X	
REAL.....	X	
SAS.....	X	
Swissair.....	X	
TSA.....	X	
Varig.....	X	

SAVANNAH, GEORGIA

Delta.....	X	
Eastern.....	X	
National.....	X	

SCRANTON, PA.

Allegheny.....	X	
American.....	X	
Eastern.....	X	
TWA.....	X	

SEATTLE, WASH.

Alaska.....	X	
Braniff.....	X	
Continental.....	X	
Flying Tiger.....	X	X
Japan.....	X	
Northwest.....	X	X
Pacific.....	X	
Pacific Northern.....	X	
Pan American.....	X	
Trans-Canada.....	X	
United.....	X	
West Coast.....	X	
Western.....	X	

SEOUL, KOREA

CAT ¹	X	
Cathay ¹	X	
Korean ¹	X	
Northwest.....	X	

SHANNON, EIRE

Aer Lingus ¹	X	
Irish.....	X	
BOAC.....	X	X ¹
KLM.....	X	
Pan American.....	X	X
Seaboard & Western.....	X	X
Swissair.....	X	

TWA

Trans-Canada.....	X	X
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SINGAPORE, STR. SETT.

Air Ceylon ¹	X	
Air India ¹	X	
BOAC.....	X	X ¹
Cathay ¹	X	
Japan.....	X	
KLM.....	X	
Pan American.....	X	
Qantas.....	X	X

SOUTH BEND, IND.

Flying Tiger.....	X	X
Lake Central.....	X	
North Central.....	X	
TWA.....	X	
United.....	X	X

SPOKANE, WASH.

Northwest.....	X	X
United.....	X	
West Coast.....	X	

SPRINGFIELD, MASS.

American.....	X	
Eastern.....	X	
Flying Tiger.....	X	X
Mohawk.....	X	
Northwest.....	X	
TWA.....	X	
United.....	X	X

	Pass.- Cargo	All- Cargo
STOCKHOLM, SWEDEN		
Aero O/Y ¹	X	
Aeroflot ¹	X	
Air France.....	X	
BEA ¹	X	
Czech ¹	X	
KLM.....	X	
Lufthansa.....	X	
Malev ¹	X	
Pan American.....	X	

SAS

Sabena.....	X	X
Swissair.....	X	

STUTTGART, GERMANY

KLM.....	X	
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LUFTHANSA

Pan American.....	X	X
SAS.....	X	
Sabena.....	X	

SEABOARD & WESTERN

X

SWISSAIR

X X

SYDNEY, AUSTRALIA

Air India.....	X	
BOAC.....	X	X ¹
Canadian Pacific ¹	X	
Cathay ¹	X	
Pan American.....	X	

QANTAS

TAA.....	X	X
TEAL.....	X	

TACOMA, WASH.

(See Seattle)

TAIPEI, FORMOSA

CAT ¹	X	
Cathay Pacific ¹	X	
Japan.....	X	
Northwest.....	X	

TALARA, PERU

Faucett ¹	X	
Pan American.....	X	X ¹
Panagra.....	X	X ¹

TAMPA

Capital.....	X	X
Delta.....	X	
Eastern.....	X	
Mackey.....	X	
National.....	X	
Northeast.....	X	

TANGIER, MOROCCO

Air France.....	X	
Gibraltar ¹	X	
Theria.....	X	
Sabena.....	X	
Royal Air Maroc.....	X	

TEGUCIGALPA, HOND.

Pan American.....	X	X
Peruana.....	X	
SAHSA.....	X	
TACA.....	X	
TAN.....	X	

TEHERAN, IRAN

Air France.....	X	
Alitalia.....	X	
Ariana ¹	X	
Iranair ¹	X	
KLM.....	X	
Lebanese ¹	X	
Lufthansa.....	X	
Middle East ¹	X	
Pan American.....	X	
SAS.....	X	
Sabena.....	X	

SWISSAIR

X

TEL AVIV, ISRAEL

Air France.....	X	
Alitalia.....	X	

	Pass.- Cargo	All- Cargo
TOKYO, JAPAN		
Air France.....	X	
Air India ¹	X	
BOAC.....	X	
Cyprus ¹	X	
El Al.....	X	
KLM.....	X	
Olympic ¹	X	
Sabena.....	X	
Swissair.....	X	
TWA.....	X	

TOLEDO, OHIO

Capital.....	X	
Delta.....	X	
Eastern.....	X	
Flying Tiger.....	X	X
Lake Central.....	X	
TWA.....	X	
United.....	X	

TORONTO, ONT., CANADA

American.....	X	
Canadian Pacific ¹	X	
Trans-Canada.....	X	X

TRIPOLI, LIBYA

Alitalia.....	X	
BEA ¹	X	
BOAC.....	X	
KLM.....	X	
Sabena.....	X	
UAT.....	X	

TUCSON, ARIZONA

American.....	X	
Frontier.....	X	
TWA.....	X	

TULSA, OKLAHOMA

American.....	X	
Braniff.....	X	
Central.....	X	
Continental.....	X	
TWA.....	X	

TUNIS, TUNISIA

Air France.....	X	
Alitalia.....	X	
KLM.....	X	
Tunis ¹	X	
TWA.....	X	

VANCOUVER, B. C., CANADA

CANADIAN PACIFIC

Pacific Western ¹	X	
Qantas.....	X	
Trans-Canada.....	X	X
United.....	X	

VICTORIA, B. C., CANADA

Trans-Canada.....	X	X
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VIENNA, AUSTRIA

Air France.....	X	
Alitalia.....	X	
Austrian ¹	X	
BEA ¹	X	
El Al.....	X	
KLM.....	X	
Lufthansa.....	X	
Middle East ¹	X	X ¹
Pan American.....	X	
SAS.....	X	
Sabena.....	X	

SWISSAIR

Trans-Canada.....	X	
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WAKE ISLAND

BOAC.....	X	
Japan.....	X	
Pan American.....	X	X
Transocean.....	X	

WARSAW, POLAND

Air France.....	X	
BEA ¹	X	
Czech ¹	X	
KLM.....	X	
LOT ¹	X	
Sabena.....	X	
SAS.....	X	

WASHINGTON, D. C.

Allegheny.....	X	
American.....	X	X
Braniff.....	X	
Capital.....	X	
Cubana.....	X	
Delta.....	X	X
Eagle.....	X	
Eastern.....	X	
National.....	X	
Northeast.....	X	
Northwest.....	X	
Pan American.....	X	
Piedmont.....	X	
TWA.....	X	
United.....	X	

WEST PALM BEACH, FLA.

Delta.....	X	
Eastern.....	X	
Mackey.....	X	
National.....	X	
Riddle.....	X	X

WHEELING, W. VA.

Allegheny.....	X	
Capital.....	X	
TWA.....	X	

WICHITA, KANSAS

Braniff.....	X	X
Central.....	X	
Continental.....	X	
Ozark.....	X	
TWA.....	X	

WILKES-BARRE, PA.

Allegheny.....	X	
American.....	X	
Eastern.....	X	
TWA.....	X	

WILMINGTON, DEL.

Allegheny.....	X	
American.....	X	
Eastern.....	X	

WINNIPEG, MAN., CANADA

Canadian Pacific ¹	X	
SAS.....	X	
Transair ¹	X	
Trans-Canada.....	X	X

ZURICH, SWITZERLAND

Aer Lingus ¹	X	
Air France.....	X	
Air India ¹	X	X
Alitalia.....	X	
Austrian ¹	X	
BEA ¹	X	
BOAC.....	X	X ¹
Czech ¹	X	
El Al.....	X	
Iranair ¹	X	
JAT ¹	X	
KLM.....	X	X
LOT ¹	X	
Lufthansa.....	X	
Malev ¹	X	
Olympic.....	X	
Panair ¹	X	
SAS.....	X	
Sabena.....	X	

SEABOARD & WESTERN

X

SWISSAIR

X X

TWA

Trans-Canada.....	X	X
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AIR FREIGHT FORWARDERS

Registered with the Civil Aeronautics Board

- Domestic
- ▲ International

*Member: Air Freight Forwarders Association

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- Air Cargo Transport
- Logan International Airport

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- 14805 Detroit Ave.
- Airborne Coordinators Div. of the A. W. Fenton Co.
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- Cloud Lane
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- Pacific Messenger Service, Inc.
- 1642 N. Cherokee

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- 406 S. Main St.
- Madison 6-4361
- (see advertisement)
- American Shippers, Inc.
- 810 W. 18th St.
- City Messenger Air Express
- 1414 Cole Place
- Domestic Air Express
- Box 2611, Terminal Annex
- W. T. C. Air Freight
- 1440 E. 5th St.
- Westcoast Airfreight Co., Inc.
- 1340 E. 6th St.
- Western Transportation Co., Inc.
- 1440 E. 5th St.
- James G. Wiley
- Box 45008, Airport Station

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- Alias Ibero Americanas, Inc.
- Box 85, Int'l Airport Branch
- Caribbean & West Indies Express Co.

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- Abbott Air Freight Co., Inc.
- 749 Boston Post Rd.

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- 405 W. 37th St.

ACE AIR FREIGHT CO., INC.

- 330 W. 27th St.
- Chickering 4-8855
- (see advertisement)

ACME AIR CARGO, INC.

- 2 Lafayette St.
- Barclay 7-2000
- (see advertisement)

- Aero Transport Division, Express Forwarding & Storage Co., Inc.
- 17 State St.

- Air Cargo Consolidators, Inc.
- 750 Third Ave.

- Air Dispatch, Inc.
- 630 9th Ave.

AIR EXPRESS INTERNATIONAL CORP.

- 90 Broad St.
- Bowling Green 9-0200
- (see advertisement)

- Allied Air Freight, Inc.
- 428 9th Ave.

ALLTRANSPORT, INC.

- 17 Battery Place
- Whitehall 3-0230
- (see advertisement)

- Anderson Express, Ltd.
- Operations Bldg., N. Y. Int'l Airport, Jamaica

- Associated Air Freight, Inc.
- 516 Fifth Ave.

BARNETT INTERNATIONAL FORWARDERS, INC.

- 543 W. 43rd St.
- BRyant 9-1816
- (see advertisement)

PETER A. BERNACKI, INC.

- 26 Broadway
- Bowling Green 9-6800
- (see advertisement)

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- 307 W. 36th St.

- W. J. Byrnes & Co. of N. Y., Inc.
- 25 Broadway

- Dorf International, Ltd.
- 89 Broad St.

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- 801 Second Ave.
- ORegon 9-1020
- (see advertisement)

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- 117 Liberty St.

- Flete Internacional Corp.
- 105 Broad St.

FLYING CARGO, INC.

- 140 Cedar St.
- Barclay 7-1710
- (see advertisement)

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- 10 Bridge St.
- Bowling Green 9-2970
- (see advertisement)

- Gilbert Air Transport Corp.
- 645 W. 45th St.

AGLOBE SHIPPING CO., INC.

- 11 Broadway
- Whitehall 3-9880
- (see advertisement)

- Frederic Henjes, Jr., Inc.
- 38 Pearl St.

HENSEL, BRUCKMANN & LOEBACHER, INC.

- 6 State St.
- Digby 4-2300
- (see advertisement)

- Hop Air Freight Forwarder, Inc.
- 265 W. 30th St.

- Inter-Maritime Forwarding Co., Inc.
- 38 Pearl St.

- International Air Freight Co.
- 1 Beekman St.

INTRA-MAR SHIPPING CORP.

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- Whitehall 3-3771
- (see advertisement)

- Nat'l Air Freight Forwarding Corp.
- 19 Rector St.

H. G. OLLENDORFF, INC.

- 231-235 E. 55th St.
- Plaza 3-0565
- (see advertisement)

PAN-MARITIME CARGO SERVICE, INC.

- 232 Water St.
- Digby 9-0200
- (see advertisement)

- Republic Air Freight
- 168 12th Ave.

J. D. SMITH INTER-OCEAN, INC.

- 53 Broadway
- Bowling Green 9-2330
- (see advertisement)

- Stern, Henry, Air Corp
- 44 Whitehall St.

- Trans-Air System, Inc.
- 51 Hudson St.

- United Parcel Service-Air, Inc.
- 331 E. 38th St.

- Universal Air Freight Corp.
- 345 Hudson St.

- Wings & Wheels Express, Inc.
- 110th St. at Astoria Blvd., Flushing

- World-Wide Services, Inc.
- 23 Jacob St.

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- Air-Land Freight Consolidators, Inc.
- 226 Jackson St.

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- JUniper 5-4321
- (see advertisement)

- Global Air Cargo
- 420 Market St.

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- FRANK P. DOW CO., INC.
- Olympic National Bldg.
- (see advertisement)

- Pacific Air Freight, Inc.
- Box 444, Seattle-Tacoma Int'l Airport

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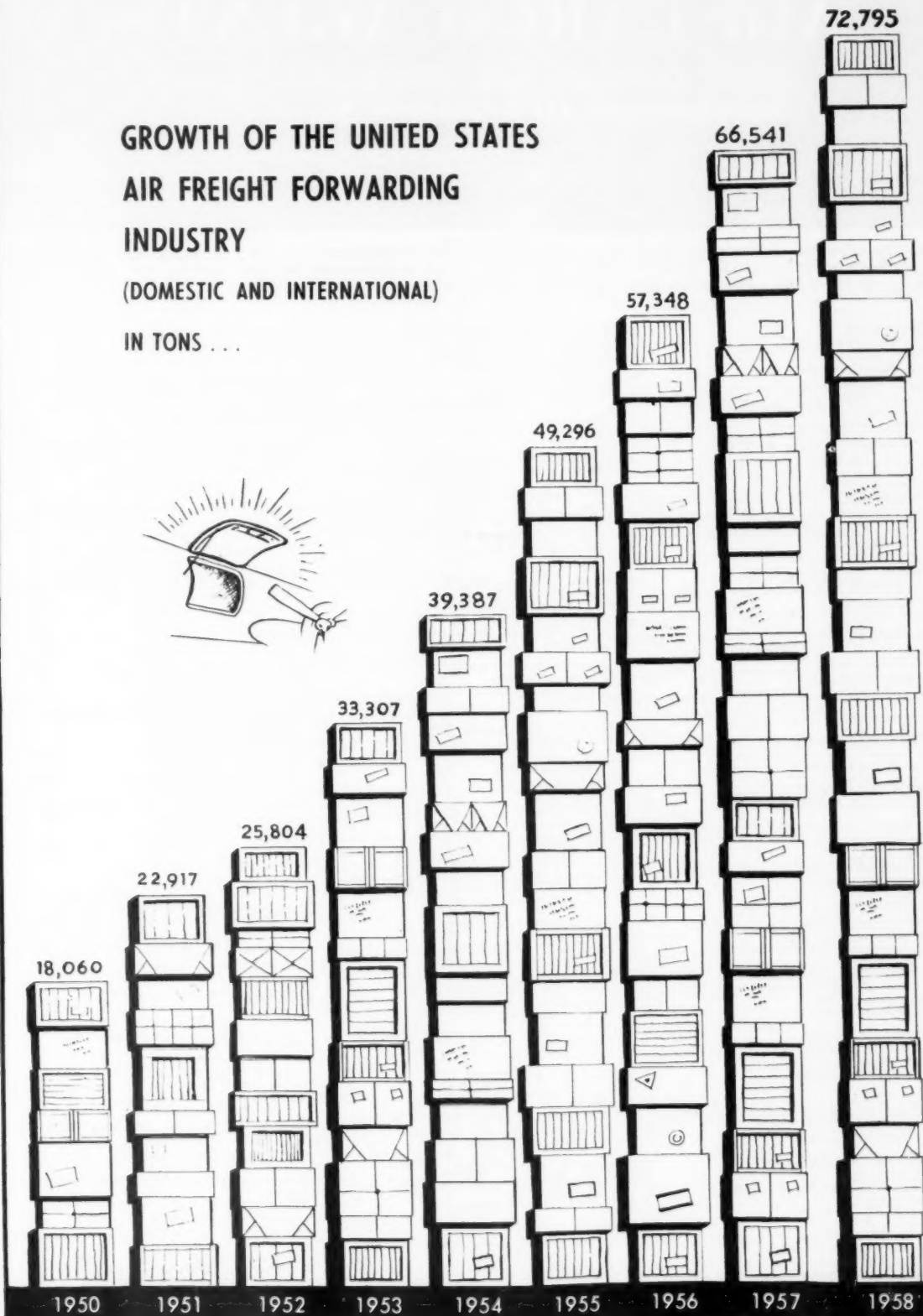
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(see advertisement)

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(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
Express Annex, A.T. & S.F. Passenger Station
(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
404 Hayes St.
(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
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North American Van Lines, Inc.
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Worth Air Freight Shipping Service, Inc.
Saw Mill River Road, Box 606

ARECIBO, PUERTO RICO

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Jose de Diego 200

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TWX: AT-900
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(see advertisement)

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(see advertisement)

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(see advertisement)

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National Marine Bank Bldg.

*Footner & Co.

*Hohelmann & Co., Inc., R. G.

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Inland Forwarding, Inc.

35 Custom House

RAILWAY EXPRESS AGENCY, INC.

210 E. Center St.

(see advertisement)

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Gay & Water Sts.

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Erie RR Passenger Station
(see advertisement)

BIRMINGHAM, ALABAMA

RAILWAY EXPRESS AGENCY, INC.
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(see advertisement)

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261 Franklin St.
(see advertisement)
American Express Co.
177 Milk St.
Andrews and Company, Inc., D. C.
131 State Street

*Downing Co., T. D.

Jayjay Forwarding Service

177 State St.

*Pistorino & Co., Inc.

40 E. Central St.

*Powell Company, C. H.

141 Milk St.

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East Wind, North Station

(see advertisement)

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1 Gold St.

(see advertisement)

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Allied Van Lines, Inc.

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(see advertisement)

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(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
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ACME AIR CARGO, INC.

1512 W. 63rd St.

(see advertisement)

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TWX: CG-2094

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(see advertisement)

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Reliance 5-5866

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5100 W. 63rd St.

Cosmos Shipping Co., Inc.

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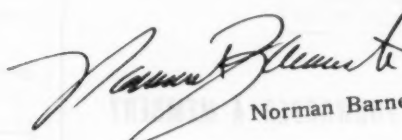
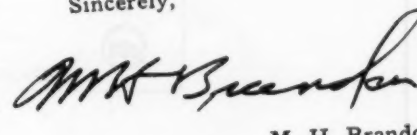
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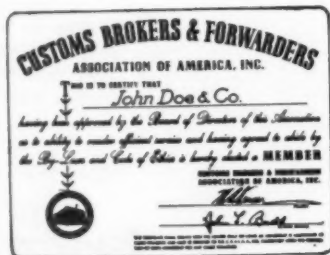
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SU 1-7890
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Manager
Lester M. Barnes, Jr., Southwest
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NOVEMBER 1959—PAGE 69

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100 lb.	40.90	77.40	32.30	55.00	20.10	23.00
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LOS ANGELES OFFICE: 406 South Main St., Madison 6-4361, Teletype LA-477

SAN FRANCISCO OFFICE: 596 Clay St., Phone: EXbrook 7-0277, Teletype SF. 1152

HOUSTON OFFICE: 962 M & M Bldg., Phone: Capital 2-1324, Teletype HO. 236

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(see advertisement)

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Bradley Field, Windsor Locks

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14th & Sansfrans
(see advertisement)

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(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
201 Fulton Ave.
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Sig Wold Storage & Transfer
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(see advertisement)

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310 14th St.
(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
Railroad Depot
(see advertisement)

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Broward County Int'l Airport

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(see advertisement)
North American Van Lines, Inc.
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RAILWAY EXPRESS AGENCY, INC.
235 W. Baker St.
(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
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(see advertisement)

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(see advertisement)

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(see advertisement)

GREENVILLE, NORTH CAROLINA

RAILWAY EXPRESS AGENCY, INC.
817 Dickerson Ave.
(see advertisement)

GREENVILLE, SOUTH CAROLINA

RAILWAY EXPRESS AGENCY, INC.
Southern RR Depot
(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
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(see advertisement)

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RAILWAY EXPRESS AGENCY, INC.
510 Church St.
(see advertisement)

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1350 Flamingo Way

HOBOKEN, NEW JERSEY

RAILWAY EXPRESS AGENCY, INC.
DL&W Terminal
(see advertisement)

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Duncan Co., Bruce
7672 1/2 Melrose Ave.
RAILWAY EXPRESS AGENCY, INC.
7165 Wiloughby Ave.
(see advertisement)

HONOLULU, T. H.

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Bldg. 203—Int'l Airport
(see advertisement)

Air-Flu Express

525 Halekuwila Street

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Merchandise Mart, Box 3113

HOUSTON, TEXAS

ACME AIR CARGO, INC.

2313 Edward St.
(see advertisement)

AIR EXPRESS INTERNATIONAL CORP.

Box 12206, Int'l Airport
Mission 5-6054
TWX: HO-119
T. G. Hernandez, District
Manager
(see advertisement)

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M & M Bldg.
Capitol 2-1324
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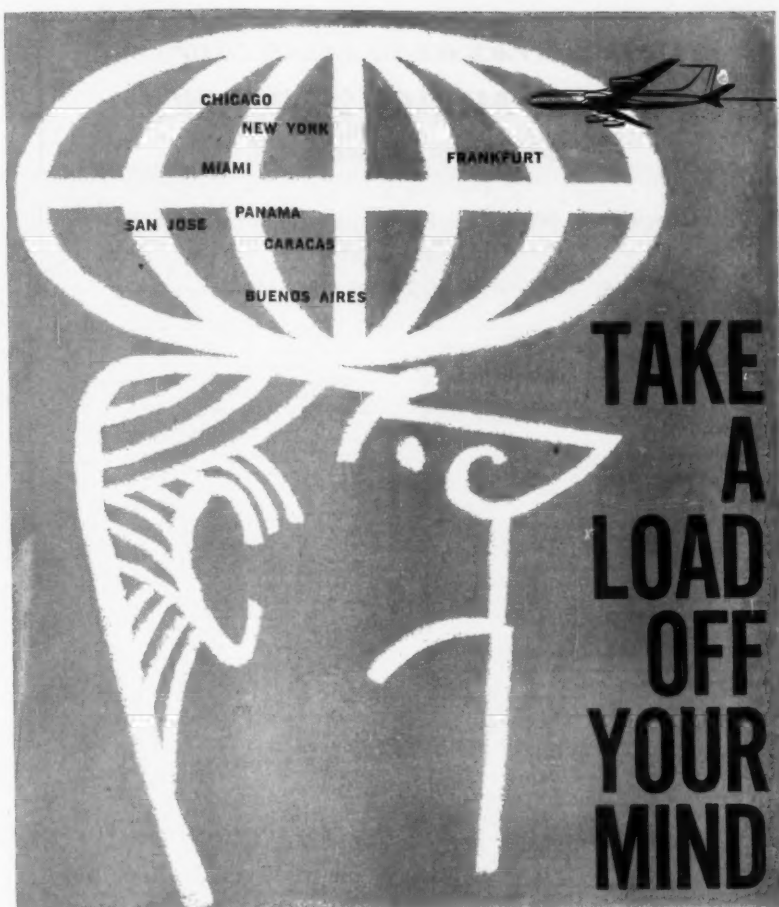
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Olympia 6-5435
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Kuhne, Inc., Walter E.
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*Lang & Marshall Co., Inc.
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10 Bridge Street

Mohegan International Corp.
17 State St.

Morko Air Freight
11 Broadway

666 Fifth Ave.

*Muller Shipping Corp., William H.
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Nehls & O'Connell
42 Broadway

*New Era Shipping Co., Inc.
96 Liberty Street

*Nydegger, A. F. & Co., Inc.
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Ocean-Wide Forwarders
368 Broadway

*OLLENDORFF, INC., H. G.
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William F. Hahn, Treas.-Sec.
(see advertisement)

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Whitehall 4-2933
(see advertisement)

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Digby 9-0260

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national Airport

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Harvey Penson, Partners
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*HANLON CO., INC., C. J.
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Bowling Green 9-0260/69
(see advertisement)

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*Heemsoth-Kerner Corp.
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*Held's, Inc.
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*Henjes Jr., Fred, Inc., Air Cargo Div.
18 Pearl Street

*HENSEL, BRUCKMAN & LORBACH-
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*International Sea & Air Shipping
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Ernest Selter, Vice President
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Schmidt, Pritchard & Co., Inc.
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*Serra, Inc., Luigi
7 Water St.
*Seven Seas Mercantile Transport Co.,
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*Chas. Kurz Company

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YOUNGSTOWN, OHIO
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551 Mahoning Ave.
(see advertisement)

TRAFFIC ABBREVIATIONS

A-1—First Class.
a.a.r.—Against all risks.
Ad.val.—Ad Valorem.
A.W.—Actual Weight.
B.B.—Below bridges.
B.D.—Bar-draft.
Bd.ft.—Board feet.
B.E.—Bill of exchange.
B/L or B.L.—Bill of lading.
B.M.—Board measure.
B.O.—Buyer's option.
b.t.—Berth terms.
°C—Degree centigrade.
cancld.—Cancelling.
c.f.—Cubic feet.
C.&F.—Cost & Freight.
Charter-party—Form of contract between merchant and owner.
c.i.—Cost insurance.
ci.—Certificate of insurance.
c.i.f.—Cost, insurance & freight.
C.I.F.C.I.—Cost, insurance, freight, collection interest.
C.I.F. & E.—Cost, insurance, freight & exchange.
C.L.—Carload.
Consignee—The part to whom goods or vessels are consigned.
c.p.d.—Charterers pay dues.
C.R.—Carriers risk.

C.T.B.—Chief of tariff bureau.
c.t.l.o.—Constructive total loss only.
Cwt.—Hundredweight.
D.A.—Documents for acceptance (foreign banking).
D.A. clause—Vessel must discharge afloat.
D.B. & B.—Deals, Battans & Boards.
dbk.—Drawback.
Desp.—Despatch.
D1 or 2T1—Double first class.
d.l.o.—Dispatch loading only.
d.p.—Direct port.
"dreading"—Option general cargo.
d.w.—Dead weight (tons of 2240 lbs.).
E.B.—East bound.
e.g.—For example.
Est.wt.—Estimated weight.
Ex.B.L.—Exchange bill of lading.
exclgd.—Excluding.
°F—Degrees Fahrenheit.
f.a.a.—Free of all average.
f.a.s.—Free alongside ship.
F.O.B.—Free on board (at a certain point) indicating that there are to be no charges for drayage or other form of transfer up to the point designated.
G.S.—General specials—a term used to designate general special com-

modities in classification of express matter.
Hhd.—Hogshead.
H.P.—Horsepower (of engines).
ib., ibid—ibidem (in the same place), a term referring to a preceding footnote or other references.
K.D.—Knocked down.
K.D.C.L.—Knocked down in carloads.
K.D.L.C.L.—Knocked down in less than carloads.
L.C.L.—less than carload lot.
L.P.L.—less than planeload.
N.E.S.—Not otherwise specified.
N.O.H.P.—Not otherwise herein provided.
N.O.I.B.N.—Not otherwise indexed by name.
Nastd.—Nested, articles that are packed one within another.
O.R.—Owners risk.
O.R.B.—Owners risk of breakage meaning same as O.R.
O.R.C.—Owners risk of chafing.
O.R.L.—Owners risk of leakage.
O.R.W.—Owners risk of becoming wet.
S.U.—Set up.
S.U.C.L.—Set up in carloads.
S.U.L.C.L.—Set up in less than carloads.
W.B.—West bound, or waybill.

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NOTE: Parenthesized figures indicate ton-miles flown. All-cargo lines are distinguished by bold type.

NOTE: Parenthesized figures indicate ton-miles flown. All-cargo lines are distinguished by bold type.

	1953	1954	1955	1956	1957	1958
1. American (52,314,000).....	American (53,909,000).....	American (67,011,000).....	American (74,800,000).....	American (82,408,000).....	American (91,160,000) ¹	
2. Slick (38,953,000).....	United (33,598,000).....	Flying Tiger (46,926,000)	Flying Tiger (54,958,000)	Flying Tiger (58,129,000)	Flying Tiger (68,394,000)	
3. Flying Tiger (35,624,000)	Slick (32,775,000).....	Slick (41,876,000).....	United (50,859,000).....	United (56,586,000).....	United (66,542,000)	
4. United (27,620,000).....	Flying Tiger (25,314,000)	United (39,526,000).....	Slick (49,455,000).....	Slick (44,341,000).....	Riddle (25,680,000)	
5. TWA (18,905,000).....	TWA (21,271,000).....	TWA (24,253,000).....	Riddle (43,820,000).....	Riddle (30,871,000).....	TWA (24,012,000) ²	
6. Riddle (11,604,000).....	Riddle (14,172,000).....	Eastern (13,988,000).....	TWA (23,674,000).....	TWA (25,512,000).....	Delta (12,776,000)	
7. Eastern (8,129,000).....	Eastern (10,350,000).....	Riddle (13,417,000).....	Eastern (16,213,000).....	Eastern (15,636,000).....	Eastern (12,669,000) ³	
8. Delta (5,541,000) ⁴	Delta (5,737,000).....	Delta (6,608,000).....	Delta (7,784,000).....	Northwest (9,405,000).....	Northwest (11,106,000)	
9. National (5,536,000).....	National (4,468,000).....	Northwest (6,581,000).....	Northwest (7,755,000).....	Delta (9,002,000).....	Braniff (6,696,000)	
10. Capital (4,146,000).....	Northwest (4,467,000).....	National (4,262,000).....	National (4,986,000).....	National (5,193,000) ⁷	National (6,292,000)	
11. Northwest (3,696,000).....	Capital (4,205,000).....	Capital (3,987,000).....	Braniff (4,096,000).....	Braniff (5,077,000).....	AAXICO (3,777,000)	
12. Braniff (2,760,000).....	Braniff (2,915,000).....	Braniff (3,428,000).....	Capital (3,562,000).....	Capital (4,517,000).....	Capital (3,771,000) ⁸	
13. Western (1,346,000).....	Western (1,796,000).....	Western (2,347,000).....	Western (1,649,000).....	Western (2,890,000).....	Slick (2,514,000) ⁹	
14. Continental (842,000).....	Continental (932,000).....	Continental (1,290,000).....	Continental (1,242,000).....	Continental (1,561,000).....	Western (2,396,000) ¹⁰	
15. Chicago & Southern (421,000) ⁵	Northeast (299,000).....	Northeast (357,000).....	Northeast (305,000).....	Northeast (645,000).....	Continental (1,968,000)	
16. Northeast (266,000).....	Colonial (291,000).....	Colonial (343,000).....			Northeast (1,174,000)	
17. Colonial (248,000).....						

	1953	1954	1955	1956	1957 ^a	1958
1. United (10,595,000).....	United (10,470,000).....	United (12,791,000).....	United (12,739,000).....	American (9,552,000).....	United (11,024,000)	
2. American (10,274,000)....	American (8,590,000).....	American (11,083,000)....	American (10,750,000)....	United (8,998,000).....	American (9,607,000) ^b	
3. TWA (7,697,000).....	TWA (8,407,000).....	TWA (8,407,000).....	TWA (9,090,000).....	TWA (7,345,000).....	TWA (7,065,000) ^c	
4. Eastern (4,079,000).....	Eastern (5,669,000).....	Eastern (5,669,000).....	Eastern (5,373,000).....	Eastern (5,297,000).....	Eastern (4,884,000) ^d	
5. Capital (2,705,000).....	Delta (2,465,000).....	Capital (2,830,000).....	Delta (3,219,000).....	Delta (2,881,000).....	Delta (3,269,000)	
6. Delta (2,054,000).....	Capital (2,421,000).....	Delta (2,697,000).....	Northwest (2,720,000)....	Northwest (2,471,000)....	Northwest (2,828,000)	
7. Northwest (1,728,000)....	Northwest (1,898,000)....	Northwest (2,655,000)....	Capital (2,261,000).....	Capital (2,373,000).....	Capital (2,809,000) ^e	
8. Braniff (1,176,000).....	Braniff (1,190,000).....	Braniff (1,397,000).....	Braniff (1,541,000).....	Braniff (1,419,000).....	Braniff (2,055,000)	
9. Western (752,000).....	Western (759,000).....	Western (856,000).....	Western (805,000).....	Western (1,095,000)....	National (720,000)	
10. National (631,000).....	National (621,000).....	National (708,000).....	National (703,000).....	Slick (719,125).....	Western (708,000) ¹⁰	
11. Continental (192,000)....	Continental (221,000)....	Continental (301,000)....	Slick (547,279).....	National (610,000) ^f	Continental (542,000)	
12. Northeast (176,000)....	Northeast (171,000)....	Northeast (186,000).....	Riddle (386,963).....	Continental (457,000)....	Flying Tiger (480,000)	
13. Colonial ^h (97,000).....	Colonial (63,000).....		Continental (316,000)....	Flying Tiger (422,117)....	Riddle (376,000)	
14.			Flying Tiger (298,617)....	Riddle (323,533).....	Northeast (379,000)	
15.			Northeast (190,000).....	Northeast (248,000)....	AAXICO (209,000)	
16.				AAXICO (184,774).....	Slick (45,000) ⁹	

PAGE 82—AIR SHIPPERS' MANUAL.

HOW THE UNITED STATES SCHEDULED LOCAL SERVICE CARRIERS RANK IN AIR FREIGHT AND AIR EXPRESS: 1954-58

(Note: Parenthesized figures indicate ton-miles flown)

AIR FREIGHT

1954	1955	1956	1957	1958
1. Frontier (443,000)	Frontier (639,000)	Frontier (645,000)	Frontier (745,000)	Frontier (671,000)
2. Piedmont (153,000)	Pioneer (160,000) ¹	Trans-Texas (241,000)	Trans-Texas (281,000)	Trans-Texas (331,000)
3. Trans-Texas (124,000)	Trans-Texas (159,000)	Piedmont (144,000)	Mohawk (250,000)	Allegheny (235,000)
4. Mohawk (76,000)	Piedmont (157,000)	Mohawk (125,000)	Allegheny (171,000)	Ozark (191,000)
5. Southwest (75,000)	Southwest (129,000)	Southwest (101,000)	Piedmont (167,000)	Mohawk (179,000)
6. West Coast (48,000)	Mohawk (83,000)	Ozark (80,000)	Ozark (163,000)	Piedmont (153,000)
7. Central (39,000)	West Coast (75,000)	Bonanza (76,000)	Central (86,000)	Central (107,000)
8. Bonanza (37,000)	Central (56,000)	Allegheny (72,000)	Southwest (78,000)	West Coast (104,000)
9. Pioneer (36,000)	Bonanza (53,000)	Central (65,000)	Bonanza (74,000)	Bonanza (93,000)
10.		West Coast (63,000)	West Coast (59,000)	Southern (91,000)
11.			Southern (2,000)	Pacific (87,000) ²

AIR EXPRESS

1954	1955	1956	1957	1958
1. North Central (194,000)	North Central (298,000)	North Central (361,000)	North Central (364,000)	North Central (406,000)
2. Allegheny (132,000)	Allegheny (193,000)	Allegheny (214,000)	Allegheny (202,000)	Allegheny (224,000)
3. Piedmont (107,000)	Piedmont (153,000)	Southern (165,000)	Ozark (186,000)	Ozark (210,000)
4. Lake Central (95,000)	Southern (133,000)	Lake Central (147,000)	Lake Central (160,000)	Lake Central (174,000)
			(Mohawk 160,000)	
5. Southern (83,000)	Lake Central (130,000)	Mohawk (107,000)		Mohawk (165,000)
6. Ozark (82,000)	Ozark (123,000)	Trans-Texas (104,000)	Southern (129,000)	Piedmont (145,000)
7. Frontier (74,000)	Frontier (86,000)	Frontier (96,000)	Piedmont (115,000)	Southern (120,000)
8. Mohawk (62,000)	Mohawk (75,000)	Southwest (58,000)	Trans-Texas (95,000)	Trans-Texas (101,000)
9. Trans-Texas (60,000)	Trans-Texas (72,000)	Bonanza (30,000)	Frontier (91,000)	Frontier (100,000)
10. Southwest (47,000)	Southwest (56,000)	Central (29,000)	Pacific (54,000)	Pacific (57,000) ²
11. West Coast (22,000)	Bonanza (25,000)	West Coast (27,000)	Bonanza (27,000)	Central (34,000)
12. Central (17,000)	West Coast (23,000)		Central (26,000)	Bonanza (31,000)
13. Bonanza (16,000)	Central (20,000)		West Coast (25,000)	West Coast (30,000)

¹ Continental and Pioneer merged on April 1, 1955.

² Southwest changed name to Pacific on March 6, 1958.

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REVENUE TON-MILES OF FREIGHT AND EXPRESS CARRIED

	1947	1948	1949	1950	1951	1952
DOMESTIC TRUNK AIRLINES						
FREIGHT	35,214,000	70,438,000	94,190,000	112,861,000	100,581,000	117,128,000
% OF CARGO	55.24%	70.29%	77.51%	75.54%	71.41%	74.37%
EXPRESS	28,533,000	29,769,000	27,329,000	36,538,000	40,260,000	40,375,000
% OF CARGO	44.76%	29.71%	22.49%	24.46%	28.59%	25.63%
TOTAL	63,747,000	100,207,000	121,519,000	149,399,000	140,841,000	157,503,000

LOCAL SERVICE AIRLINES						
FREIGHT	62,000	265,000	436,000	696,000	920,000	1,116,000
% OF CARGO	34.44%	58.24%	57.67%	52.77%	50.33%	55.52%
EXPRESS	118,000	190,000	320,000	623,000	908,000	894,000
% OF CARGO	65.56%	41.76%	42.33%	47.23%	49.67%	44.48%
TOTAL	180,000	455,000	756,000	1,319,000	1,828,000	2,010,000

TERRITORIAL AIRLINES						
FREIGHT	636,000	581,000	618,000	529,000	855,000	1,258,000
% OF CARGO	84.57%	81.26%	83.29%	81.63%	89.53%	95.81%
EXPRESS	116,000	134,000	124,000	119,000	100,000	55,000
% OF CARGO	15.43%	18.74%	16.71%	18.37%	10.47%	4.19%
TOTAL	752,000	715,000	742,000	648,000	955,000	1,313,000

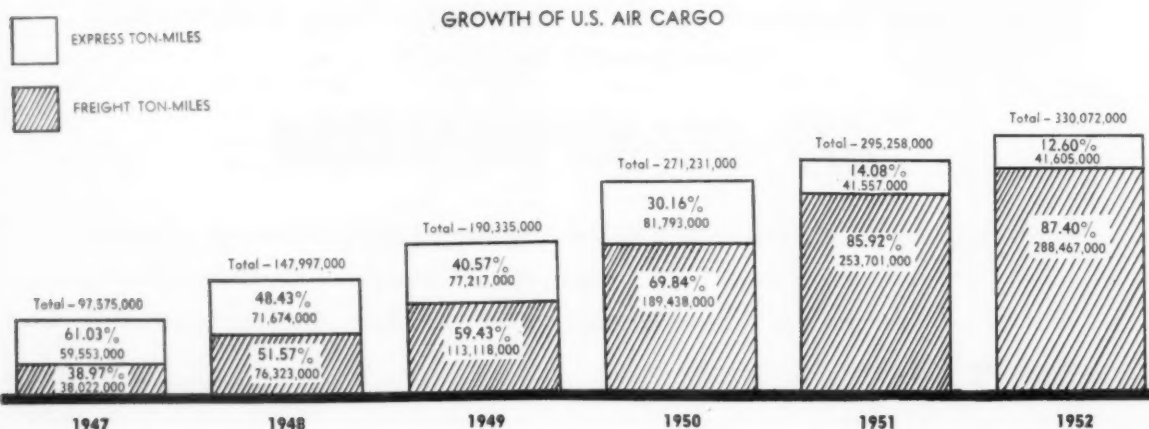
HELICOPTER AIRLINES

FREIGHT
% OF CARGO
EXPRESS
% OF CARGO
TOTAL

INTERNATIONAL & OVERSEAS AIRLINES						
FREIGHT	2,110,000	4,012,000	6,714,000	16,050,000	71,004,000	72,346,000
% OF CARGO	6.41%	8.80%	11.96%	26.50%	99.59%	99.61%
EXPRESS	30,786,000	41,581,000	49,444,000	44,513,000	289,000	281,000
% OF CARGO	93.59%	91.20%	88.04%	73.50%	0.41%	0.39%
TOTAL	32,896,000	45,593,000	56,158,000	60,563,000	71,293,000	72,627,000

ALASKAN AIRLINES						
FREIGHT AND EXPRESS	1,027,000	618,000	882,000	1,763,000	4,252,000	

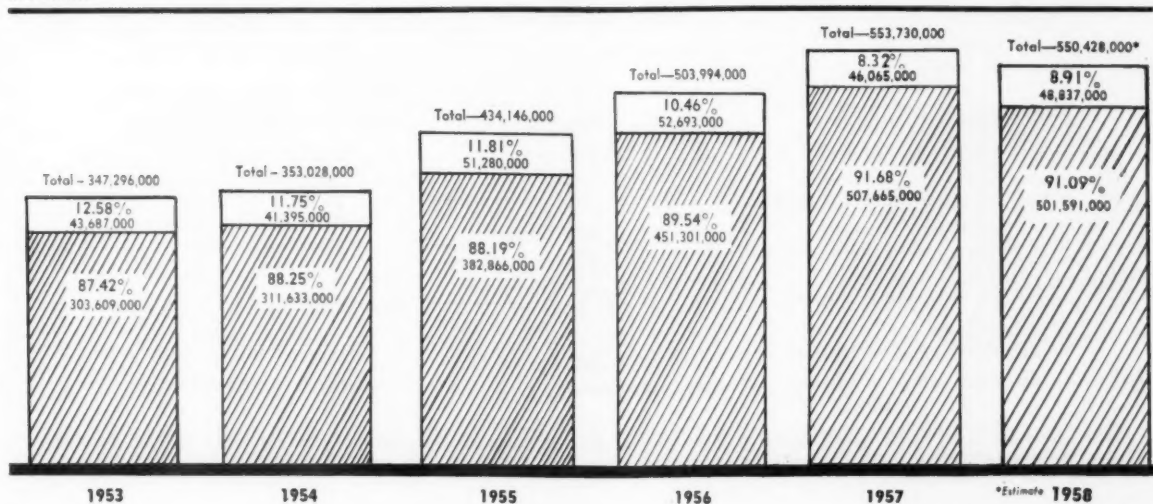
ALL-CARGO AIRLINES						
FREIGHT	10,542,000	58,420,000	78,578,000	92,367,000		
% OF CARGO	100%	100%	100%	100%		
EXPRESS						
% OF CARGO						
TOTAL	10,542,000	58,420,000	78,578,000	92,367,000		



BY UNITED STATES SCHEDULED AIRLINES: 1947-1958

1953	1954	1955	1956	1957	1958*
131,778,000	144,276,000	174,017,000	190,592,000	218,432,000	240,510,000
76.61%	78.24%	77.82%	79.31%	83.63%	85.58%
42,514,000	40,122,000	49,603,000	49,709,000	42,752,000	45,890,000
24.39%	21.76%	22.18%	20.69%	16.37%	14.42%
174,292,000	184,604,000	223,620,000	240,301,000	261,184,000 ²	286,400,000 ⁴
1,179,000	1,158,000	1,355,000	1,624,000	2,082,000	2,241,000
55.27%	52.61%	49.13%	49.08%	55.86%	55.44%
954,000	1,043,000	1,403,000	1,687,000	1,645,000	1,801,000
44.73%	47.39%	50.87%	50.82%	44.14%	44.56%
2,133,000	2,201,000	2,758,000	3,311,000	3,727,000	4,042,000
1,503,000	1,657,000	1,646,000	1,475,000	1,536,000	1,587,000
100%	100%	100%	100%	100%	100%
1,503,000	1,657,000	1,646,000	1,475,000	1,536,000	1,587,000
2,000	5,000	5,000	7,000	8,000 ¹	6,000
100%	27.78%	13.89%	18.42%	19.51% ¹	15.0%
	13,000	31,000	31,000	33,000 ¹	34,000
	72.22%	86.11%	81.58%	80.49% ¹	85.0%
2,000	18,000	36,000	38,000	41,000 ¹	40,000
74,427,000	81,886,000	90,598,000	109,235,000	123,280,000	128,925,000
99.71%	99.74%	99.73%	100%	100%	100%
219,000	217,000	243,000			
0.29%	0.26%	0.27%			
74,646,000	82,103,000	90,841,000	109,235,000	123,280,000	128,925,000
5,908,000	5,998,000	7,300,000	7,948,000	7,201,000 ¹	6,940,000
88,812,000	76,653,000	107,945,000	140,420,000	155,126,000	121,382,000
100%	100%	100%	99.10%	98.96%	98.87%
			1,266,000	1,638,000	1,112,000
			0.90%	1.04%	1.13%
88,812,000	76,653,000	107,945,000	141,686,000	156,764,000	122,494,000 ³

¹ Figure adjusted since last edition. ² Slick temporarily suspended services on Feb. 22, 1958. ³ Total of 11 days lost during strike. ⁴ Total of 210 days lost during five strikes.



AIR CARGO: SECOND QUARTER

Statistics covering freight and express flown by the scheduled combination, all-cargo and helicopter airlines of the United States during the comparable second quarters of 1958 and 1959.

REVENUE TON-MILES OF FREIGHT CARRIED

	2nd Quarter 1958	2nd Quarter 1959	Percent of Change
Domestic Trunklines	55,951,000	69,734,000	+24.6
Local Service Airlines	507,000	734,000	+44.8
Territorial Airlines	420,000	394,000	- 6.2
Helicopter Airlines	2,000	3,000	+50.0
International & Overseas Airlines	29,851,000 ²	36,639,000 ²	+22.7
Alaskan Airlines	1,667,000 ²	1,935,000 ²	+16.1
All-Cargo Airlines*	26,869,000 ¹	34,531,000 ¹	+28.5
Consolidated Industry	115,267,000 ³	143,970,000 ³	+24.9

REVENUE TON-MILES OF EXPRESS CARRIED

Domestic Trunklines	10,386,000	12,573,000	+21.1
Local Service Airlines	405,000	542,000	+33.8
Helicopter Airlines	8,000	10,000	+25.0
International & Overseas Airlines	62,000	81,000	+30.6
Alaskan Airlines	10,000	35,000	+250.0
All Cargo Airlines*	189,000	292,000	+54.5
Consolidated Industry	3,912,000	4,915,000	+25.6

OPERATING REVENUES—FREIGHT

Domestic Trunklines	\$13,425,000	\$16,552,000	+23.3
Local Service Airlines	261,000	401,000	+53.6
Territorial Airlines	199,000	199,000	—
Helicopter Airlines	7,000	10,000	+42.9
International & Overseas Airlines	10,433,000 ²	12,130,000 ²	+16.3
Alaskan Airlines	626,000 ²	747,000 ²	+19.3
All-Cargo Airlines*	5,205,000 ¹	7,074,000 ¹	+35.9
Consolidated Industry	\$30,156,000 ³	\$37,113,000 ³	+23.1

OPERATING REVENUES—EXPRESS

Domestic Trunklines	\$3,622,000	\$4,511,000	+24.5
Local Service Airlines	164,000	230,000	+40.2
Helicopter Airlines	18,000	30,000	+66.7
International & Overseas Airlines	30,000	23,000	-23.3
Alaskan Airlines	23,000	13,000	-43.5
All-Cargo Airlines*	55,000	108,000	+96.4
Consolidated Industry	\$3,912,000	\$4,915,000	+25.6

¹ Includes domestic and international.

² Express and freight combined.

³ Includes express carried by International and Alaskan carriers.

*Slick Airways suspended common carrier operations on February 24, 1958.

**Aaxico Airlines suspended common carrier operations in June, 1959.

DOMESTIC TRUNKLINES

American • Braniff
Capital • Continental
Delta • Eastern
National • Northeast
Northwest • TWA
United • Western

LOCAL SERVICE AIRLINES

Allegheny • Bonanza
Central • Frontier
Lake Central • Mohawk
North Central • Ozark
Pacific • Piedmont
Southern • Trans-Texas
West Coast

TERRITORIAL AIRLINES

Hawaiian
Trans-Pacific

HELICOPTER AIRLINES

Helicopter
Los Angeles
New York

ALL-CARGO AIRLINES

AAXICO ** • ASA
Flying Tiger • Riddle
Seaboard & Western

INTERNATIONAL & OVERSEAS AIRLINES

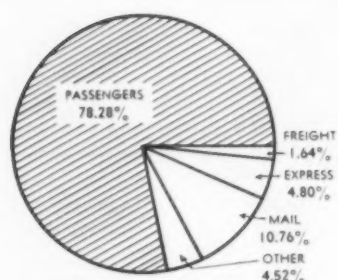
American • Braniff
Caribbean/Atlantic • Delta
Eastern • National
Northwest • Pan American
Panagra • TWA
Trans-Caribbean • United

ALASKAN AIRLINES

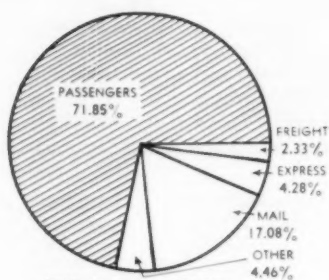
Alaska • Alaska Coastal
Cordova • Ellis
Northern Consolidated
Pacific Northern • Reeve Aleutian
Wien Alaska

OPERATING REVENUES OF UNITED STATES SCHEDULED AIRLINES*

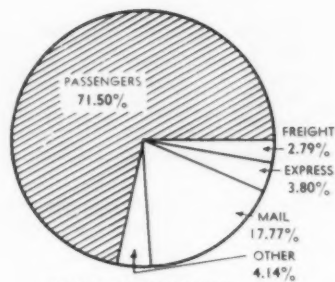
1947-1958



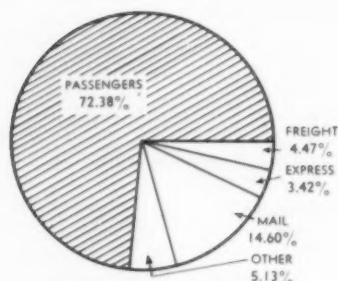
1947 Total—\$573,849,000



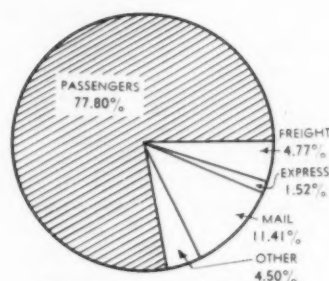
1948 Total—\$691,879,000



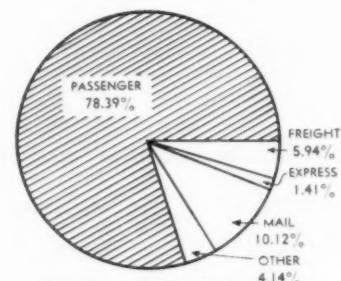
1949 Total—\$769,152,000



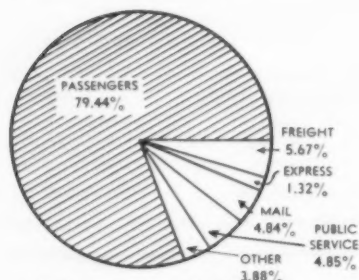
1950 Total—\$839,920,000



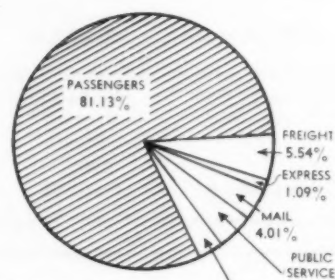
1951 Total—\$1,002,307,000



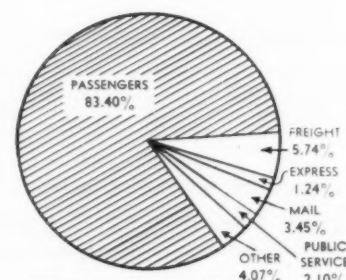
1952 Total—\$1,165,612,000



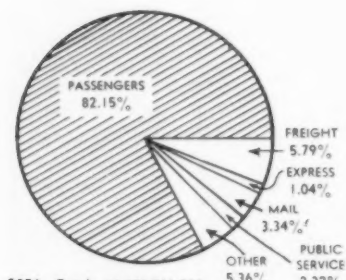
1953 Total—\$1,313,284,000



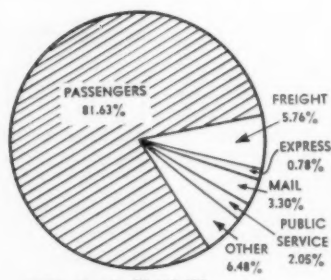
1954 Total—\$1,437,805,000



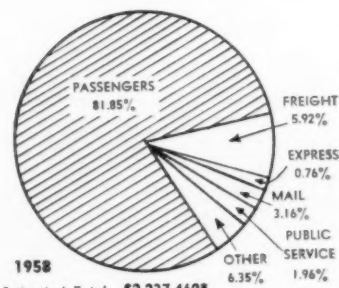
1955 Total—\$1,634,930,000



1956 Total—\$1,876,561,000



1957 Total—\$2,115,429



1958 Estimated Total—\$2,237,469*

*These charts are based on the reports of the member airlines of the Air Transport Association of America. Firm statistics for 1957, reflecting an adjustment of 0.06%, now replace the previously reported estimate for that year. It is noted that the percentages and total for 1958 are estimated.

FREIGHT TRAFFIC: 1948-1958

(LONG TONS)

AVERAGE FREIGHT LOADS PER FLIGHT
(PER LONG TON)

Charter Cargo	Total	Scheduled Combination	Scheduled All-Cargo	Charter Flight	Total
BOUND					
220	2,605	0.37	1.57	1.98	0.47
9	2,802	0.43	1.60	0.14	0.49
68	3,247	0.49	3.50	0.84	0.59
104	3,980	0.58	3.89	0.87	0.71
221	3,982	0.44	3.85	1.16	0.62
30	3,630	0.39	2.47	0.27	0.49
54	4,111	0.41	2.25	0.28	0.49
97	5,474	0.44	2.46	0.36	0.55
253	7,663	0.47	2.78	0.69	0.65
367	9,031	0.49	3.12	1.05	0.69
983	12,355	0.50	3.82	1.59	0.76

BOUND

39	1,471	0.22	1.45	0.10	0.26
10	2,109	0.31	1.51	0.08	0.37
25	3,081	0.50	2.41	0.45	0.56
46	3,703	0.60	2.85	0.30	0.65
164	4,609	0.59	4.01	0.85	0.71
47	5,324	0.57	3.82	0.24	0.71
78	5,949	0.61	3.81	0.22	0.70
127	7,706	0.64	3.53	0.33	0.78
271	11,365	0.73	4.24	0.57	0.96
310	11,805	0.66	4.35	0.61	0.89
145	12,659	0.60	3.73	0.18	0.78

DIRECTIONS

259	4,076	0.29	1.51	0.66	0.36
19	4,911	0.37	1.55	0.10	0.43
93	6,328	0.49	2.75	0.67	0.57
150	7,683	0.59	3.44	0.55	0.68
385	8,591	0.52	3.92	1.01	0.67
77	8,954	0.48	3.13	0.25	0.60
132	10,058	0.51	2.96	0.24	0.60
224	13,180	0.54	2.98	0.34	0.67
524	19,028	0.59	3.51	0.62	0.80
677	20,836	0.58	3.71	0.79	0.79
1,128	25,014	0.55	3.78	0.80	0.77

NORTH ATLANTIC AIR

FLIGHTS

	Scheduled Combination	Scheduled All-Cargo	All Types Charters	Total
1948 ¹	5,154	296	111	5,561
1949 ²	5,304	306	66	5,676
1950 ³	5,255	201	84	5,540
1951 ⁴	5,322	204	119	5,645
1952	5,942	295	190	6,427
1953	7,007	346	111	7,464
1954 ⁵	7,874	361	193	8,428
1955 ⁶	9,055	568	273	9,896
1956 ⁷	10,598	865	369	11,832
1957	11,870	910	348	13,128
1958 ⁸	14,547	1,069	619	16,235

FREIGHT AIRLIFTED

EAST

Scheduled Combination	Scheduled All-Cargo
1,921	464
2,304	489
2,565	614
3,085	791
2,624	1,137
2,747	853
3,246	811
3,978	1,399
5,003	2,407
5,828	2,836
7,288	4,084

WEST

1948 ¹	5,036	285	284	5,605	1,019	413
1949 ²	5,278	296	125	5,699	1,653	446
1950 ³	5,309	177	55	5,541	2,629	427
1951 ⁴	5,363	148	152	5,663	3,235	422
1952	6,050	219	192	6,461	3,566	879
1953	6,983	333	194	7,510	4,006	1,271
1954 ⁵	7,800	301	350	8,451	4,722	1,147
1955 ⁶	8,951	534	385	9,870	5,695	1,884
1956 ⁷	10,517	872	478	11,867	7,401	3,693
1957	11,879	833	508	13,220	7,868	3,627
1958 ⁸	14,489	1,024	797	16,310	8,695	3,819

BOTH

1948 ¹	10,190	581	395	11,166	2,940	877
1949 ²	10,582	602	191	11,375	3,957	935
1950 ³	10,564	378	139	11,081	5,194	1,041
1951 ⁴	10,685	352	271	11,308	6,320	1,213
1952	11,992	514	382	12,888	6,190	2,016
1953	13,990	679	305	14,974	6,753	2,124
1954 ⁵	15,674	662	543	16,879	7,968	1,958
1955 ⁶	18,006	1,102	658	19,766	9,673	3,283
1956 ⁷	21,115	1,737	847	23,699	12,404	6,100
1957	23,749	1,743	856	26,348	13,696	6,463
1958 ⁸	29,036	2,093	1,416	32,545	15,983	7,903

¹ Airlines included are: Air France, American Overseas, BOAC, KLM, Pan American, Sabena, SAS, TCA, and TWA.
² American Overseas and Pan Am. amalgamated.

³ Swissair added.
⁴ El Al and LAI added.
⁵ Iberia added.

⁶ Airwork and Lufthansa added. Airwork ceased operations towards the end of the year.
⁷ Canadian Pacific and Seaboard & Western added.
⁸ Aerlinte added.

MONTHLY TWO-WAY FLOW OF NORTH ATLANTIC CARGO TRAFFIC IN 1958

(IN KILOS)

EASTBOUND

	Passenger Flights	Daily Average	All-Cargo Flights	Daily Average	Charter Flights	Daily Average	Total	Daily Average
Jan.	525,697	16,958	244,256	7,879	12,355	399	782,308	25,236
Feb.	508,742	18,169	222,453	7,945	12,977	463	744,172	26,577
Mar.	561,580	18,115	248,801	8,026	25,381	819	835,762	26,960
Apr.	582,883	19,429	224,190	7,473	22,814	760	829,887	27,662
May	572,245	18,460	248,079	8,003	83,331	2,688	903,655	29,151
June	581,084	19,369	242,363	8,079	18,628	621	842,075	28,069
July	621,859	20,060	476,786	15,380	51,934	1,675	1,150,579	37,115
Aug.	712,535	22,985	437,482	14,112	13,168	425	1,163,185	37,522
Sept.	728,530	24,284	457,591	15,253	12,187	406	1,198,308	39,943
Oct.	709,744	22,895	468,816	15,123	268,770	8,670	1,447,330	46,688
Nov.	571,773	19,058	415,475	13,849	224,842	7,495	1,212,090	40,402
Dec.	611,652	19,730	397,844	12,834	236,469	7,628	1,245,965	40,192
Total	7,288,324	19,968	4,084,138	11,189	982,856	2,693	12,355,316	33,850

WESTBOUND

	Passenger Flights	Daily Average	All-Cargo Flights	Daily Average	Charter Flights	Daily Average	Total	Daily Average
Jan.	610,989	19,709	250,685	8,087	41,973	1,354	903,647	29,150
Feb.	637,027	22,751	281,207	10,043	34,426	1,230	952,660	34,024
Mar.	683,531	22,049	343,213	11,071	2,883	93	1,029,627	33,213
Apr.	637,855	21,262	230,101	7,670	9,964	312	877,920	29,244
May	713,351	23,011	208,537	6,727	7,483	241	929,371	29,979
June	705,562	23,519	218,722	7,291	6,308	210	930,592	31,020
July	744,330	24,011	265,873	8,577	762	25	1,010,965	32,613
Aug.	695,619	22,439	286,310	9,236	937	30	982,866	31,705
Sept.	860,473	28,682	312,427	10,401	12,563	419	1,185,463	39,502
Oct.	872,079	28,132	431,264	13,912	10,052	324	1,313,395	42,368
Nov.	783,104	26,103	529,433	17,648	10,626	354	1,323,163	44,105
Dec.	751,085	24,229	461,654	14,892	7,047	227	1,219,786	39,348
Total	8,695,005	23,822	3,819,426	10,464	145,024	397	12,659,455	34,683

BOTH DIRECTIONS

	Passenger Flights	Daily Average	All-Cargo Flights	Daily Average	Charter Flights	Daily Average	Total	Daily Average
Jan.	1,136,686	36,667	494,941	15,966	54,328	1,753	1,685,955	54,386
Feb.	1,145,769	40,920	503,660	17,988	47,403	1,693	1,696,832	60,601
Mar.	1,245,111	40,164	592,014	19,097	28,264	912	1,865,389	60,173
Apr.	1,220,738	40,691	454,291	15,143	32,778	1,072	1,707,807	56,906
May	1,285,596	41,471	456,616	14,730	90,814	2,929	1,833,026	59,130
June	1,286,646	42,888	461,085	15,370	24,936	831	1,772,667	59,089
July	1,366,189	44,071	742,659	23,957	52,696	1,700	2,161,544	69,728
Aug.	1,408,154	45,424	723,792	23,348	14,105	455	2,146,051	69,227
Sept.	1,589,003	52,966	770,018	25,654	24,750	825	2,383,771	79,445
Oct.	1,581,823	51,027	900,080	29,035	278,822	8,994	2,760,725	89,056
Nov.	1,354,877	45,161	944,908	31,497	235,468	7,849	2,535,253	84,507
Dec.	1,362,737	43,959	859,498	27,726	243,516	7,855	2,465,751	79,540
Total	15,983,329	43,790	7,903,562	21,653	1,127,880	3,090	25,014,771	68,533

REVENUE TON-KILOMETERS OF FREIGHT FLOWN BY IATA CARRIERS IN 1958

<i>Airline</i>	<i>International</i>	<i>Domestic</i>	<i>Total</i>	<i>Airline</i>	<i>International</i>	<i>Domestic</i>	<i>Total</i>
Aer Lingus	1,876,000	25,000	1,901,000	Iraqi	376,000	38,000	414,000
Aerolinte Eireann	210,000	.....	210,000	Japan	7,213,000	1,490,000	8,703,000
Aerlineas Argentinas	3,191,000	2,533,000	5,724,000	Jugoslovenski	308,000	75,000	383,000
Aero O/Y	847,000	318,000	1,165,000	KLM	67,226,000	48,000	67,274,000
Aeronaes	119,000	3,412,000	3,531,000	LAN	157,000	2,257,000	2,414,000
Air Algerie	34,000	2,864,000	2,898,000	LAV	7,166,000	1,636,000	8,802,000
Air Ceylon	1,086,000 ¹	55,000	1,141,000	LOT	346,000	212,000	558,000
Air France	30,397,000	32,192,000	62,589,000	Lufthansa	11,067,000	201,000	11,268,000
Air India	9,121,000	232,000	9,353,000	Malayan	793,000	760,000	1,553,000
Air Liban	1,753,000	.....	1,753,000	Middle East	1,422,000	.....	1,422,000
Air Vietnam	103,000	720,000	823,000	Misair	988,000	219,000	1,207,000
Airwork	43,000	38,000	81,000	National	831,000 ¹	10,153,000	10,984,000
Alitalia	6,775,000	1,401,000	8,176,000	New York ²	.....	24,000	24,000
American	4,699,000 ³	147,021,000	151,720,000	New Zealand	.....	4,642,000	4,642,000
Ansett-ANA	.....	24,694,000	24,694,000	Northwest	5,700,000	23,817,000	29,517,000
Austrian	104,000	.....	104,000	Olympic	713,000	732,000	1,445,000
Aviacion y Comercio	3,000	413,000	416,000	Pakistan	1,149,000	3,771,000	4,920,000
Avianca	1,837,000	28,213,000	30,050,000	Pan American	126,278,000	19,447,000	145,725,000
Braniff	1,728,000	9,777,000	11,505,000	Panagra	7,330,000	.....	7,330,000
British European	13,768,000 ³	1,930,000	15,698,000	Panair	2,005,000	5,740,000	7,745,000
British Overseas	49,032,000 ⁴	.....	49,032,000	Philippine	181,000	3,153,000	3,334,000
Canadian Pacific	3,855,000	2,744,000	6,599,000	Qantas	18,026,000	1,350,000	19,376,000
Central African	411,000	720,000	1,131,000	Quebecair	.....	285,000	285,000
Ceskoslovenski	1,746,000	160,000	1,906,000	REAL	1,597,000	15,092,000	16,689,000
Chicago ⁵	N	N	N	Sabena	20,531,000 ⁶	6,514,000	27,045,000
Civil Air Transport	1,269,000	129,000	1,398,000	Scandinavian	27,786,000	637,000	28,423,000
Cruzeiro	6,000	10,675,000	10,681,000	Seaboard & Western	19,547,000	.....	19,547,000
Cubana	811,000	826,000	1,637,000	Skyways	2,000	11,000	13,000
Cyprus	569,000	.....	569,000	South African	3,647,000	1,150,000	4,797,000
Delta	708,000 ¹	23,427,000	24,135,000	Swissair	20,674,000	156,000	20,830,000
DETA	11,000	270,000	281,000	TAI	2,751,000	3,858,000	6,609,000
DTA	9,000	243,000	252,000	TAP	449,000	199,000	648,000
Eagle	43,000	.....	43,000	Tasman	921,000	.....	921,000
East African	1,066,000	929,000	1,995,000	Trans-Australia	.....	14,251,000	14,251,000
Eastern	905,000	26,514,000	27,419,000	Trans-Canada	5,083,000 ⁷	17,325,000	22,408,000
El Al	4,327,000	.....	4,327,000	Trans-Caribbean	NA	NA	NA
Ethiopian	1,897,000	650,000	2,457,000	Trans-World	11,098,000	45,374,000	56,472,000
Flugfelag	455,000	358,000	813,000	Turkish	70,000	960,000	1,030,000
Flying Tiger	.....	100,557,000	100,557,000	Union Aeromaritime	2,076,000	15,864,000	17,940,000
Garuda	372,000	2,873,000	3,245,000	United	81,000	114,643,000	114,724,000
Guest	881,000	.....	881,000	Varig	.....	.....	24,847,000 ¹²
Hunting-Clan	5,856,000	376,000 ¹	6,232,000 ²	West African	67,000	432,000	499,000
Iberia	1,753,000	985,000	2,738,000				
Indian	1,068,000	18,415,000	19,483,000				
Iranian	1,069,000	270,000	1,339,000				
				TOTAL*	539,000,000	781,000,000	1,320,000,000

* This represents increases over 1957 of 12.5% in international freight ton-kilometers flown and 28.7% domestic for a total increase of 21.5%. It should be noted that several air carriers listed herein were not represented a year ago.

¹—Domestic sectors of international flights excluded.

²—Small quantities of mail and excess baggage.

³—Domestic sectors of international flights and all operations to Canada excluded.

⁴—Colonial cabotage service included.

⁵—Excess baggage included.

⁶—Belgium-Congo operations excluded.

⁷—Canada-U. S. operations excluded.

⁸—Helicopter airline.

⁹—London-Gibraltar cabotage services included. Operations over Cyprus Airway excluded.

¹⁰—Estimate included in total.

¹¹—Estimated.

¹²—Breakdown between international and domestic not available.

N—None.

NA—Not Available.

HOW IATA AIRLINES RANKED IN THE CARRIAGE OF AIR FREIGHT AT THE BEGINNING OF 1959 †

NOTE: Parenthesized figures indicate ranking of air carrier one year ago.

International		Domestic		Total Services	
1. Pan American (1)	1. American (1)	1. American (1)	1. American (1)	1. American (1)	1. American (1)
2. KLM (2)	2. United (2)	2. United (2)	2. United (2)	2. United (2)	2. United (2)
3. BOAC (3)	3. Flying Tiger (**)	3. Flying Tiger (**)	3. United (3)	3. United (3)	3. United (3)
4. Air France (4)	4. TWA (3)	4. TWA (3)	4. Flying Tiger (**)	4. Flying Tiger (**)	4. Flying Tiger (**)
5. Scandinavian (5)	5. Air France (4)	5. Air France (4)	5. KLM (4)	5. KLM (4)	5. KLM (4)
6. Swissair (7)	6. Aviana (5)	6. Aviana (5)	6. Air France (5)	6. Air France (5)	6. Air France (5)
7. Sabena (11)	7. Ansett (6)	7. Ansett (6)	7. TWA (6)	7. TWA (6)	7. TWA (6)
8. Seaboard (6)	8. Eastern (8)	8. Eastern (8)	8. BOAC (7)	8. BOAC (7)	8. BOAC (7)
9. Qantas (8)	9. Northwest (7)	9. Northwest (7)	9. Aviana (9)	9. Aviana (9)	9. Aviana (9)
10. BEA (10)	10. Delta (12)	10. Delta (12)	10. Northwest (10)	10. Northwest (10)	10. Northwest (10)
11. TWA (9)	11. Pan American (9)	11. Pan American (9)	11. Scandinavian (12)	11. Scandinavian (12)	11. Scandinavian (12)
12. Lufthansa (15)	12. Indian (**)	12. Indian (**)	12. Eastern (8)	12. Eastern (8)	12. Eastern (8)
13. Air India (12)	13. Trans-Canada (10)	13. Trans-Canada (10)	13. Sabena (11)	13. Sabena (11)	13. Sabena (11)
14. Panagra (14)	14. UAT (14)	14. UAT (14)	14. Varig (22)	14. Varig (22)	14. Varig (22)
15. Japan (16)	15. REAL (**)	15. REAL (**)	15. Ansett (14) ¹¹	15. Ansett (14) ¹¹	15. Ansett (14) ¹¹
16. LAV (13)	16. Trans-Australia (11)	16. Trans-Australia (11)	16. Delta (15)	16. Delta (15)	16. Delta (15)
17. Alitalia (22)	17. Cruzeiro (18)	17. Cruzeiro (18)	17. Trans-Canada (13)	17. Trans-Canada (13)	17. Trans-Canada (13)
18. Hunting (21)	18. National (17)	18. National (17)	18. Swissair (19)	18. Swissair (19)	18. Swissair (19)
19. Northwest (17)	19. Braniff (16)	19. Braniff (16)	19. Seaboard (18)	19. Seaboard (18)	19. Seaboard (18)
20. Trans-Canada (19)	20. Sabena (13)	20. Sabena (13)	20. Indian (**)	20. Indian (**)	20. Indian (**)
21. American (18)	21. Panair (18*)	21. Panair (18*)	21. Qantas (17)	21. Qantas (17)	21. Qantas (17)
22. El Al (26)	22. New Zealand (20)	22. New Zealand (20)	22. UAT (20)	22. UAT (20)	22. UAT (20)
23. Canadian Pacific (23)	23. TAI (21)	23. TAI (21)	23. REAL (**)	23. REAL (**)	23. REAL (**)
24. South African (20)	24. Pakistan (25)	24. Pakistan (25)	24. BEA (21)	24. BEA (21)	24. BEA (21)
25. Argentinas (24)	25. Aeronaes (**)	25. Aeronaes (**)	25. Trans-Australia (16)	25. Trans-Australia (16)	25. Trans-Australia (16)
26. TAI (25)	26. Philippine (22)	26. Philippine (22)	26. Braniff (23)	26. Braniff (23)	26. Braniff (23)
27. UAT (27)	27. Garuda (19)	27. Garuda (19)	27. Lufthansa (31)	27. Lufthansa (31)	27. Lufthansa (31)
28. Panair (29)	28. Algerie (24)	28. Algerie (24)	28. National (24)	28. National (24)	28. National (24)
29. Ethiopian (**)	29. Canadian Pacific (23)	29. Canadian Pacific (23)	29. Cruzeiro (28)	29. Cruzeiro (28)	29. Cruzeiro (28)
30. Aer Lingus (32)	30. Argentinas (26)	30. Argentinas (26)	30. Air India (26)	30. Air India (26)	30. Air India (26)
31. Aviana (31)	31. LAN (27)	31. LAN (27)	31. LAV (25)	31. LAV (25)	31. LAV (25)
32. Air Liban (30)	32. BEA (28)	32. BEA (28)	32. Japan (30)	32. Japan (30)	32. Japan (30)
33. Iberia (35)	33. LAV (29)	33. LAV (29)	33. Alitalia (38)	33. Alitalia (38)	33. Alitalia (38)
34. Czechoslovakie (43)	34. Japan (30)	34. Japan (30)	34. Panair (27)	34. Panair (27)	34. Panair (27)
35. Braniff (34)	35. Alitalia (44)	35. Alitalia (44)	35. Panagra (32)	35. Panagra (32)	35. Panagra (32)
36. REAL (**)	36. Qantas (32)	36. Qantas (32)	36. TAI (33)	36. TAI (33)	36. TAI (33)
37. Middle East (28)	37. South African (35)	37. South African (35)	37. Canadian Pacific (29)	37. Canadian Pacific (29)	37. Canadian Pacific (29)
38. CAT (38)	38. Iberia (36)	38. Iberia (36)	38. Hunting (37)	38. Hunting (37)	38. Hunting (37)
39. Pakistan (47)	39. Turkish (38)	39. Turkish (38)	39. Argentinas (34)	39. Argentinas (34)	39. Argentinas (34)
40. Air Ceylon (33)	40. East African (39)	40. East African (39)	40. Pakistan (41)	40. Pakistan (41)	40. Pakistan (41)
41. Iranian (49)	41. Cubana (37)	41. Cubana (37)	41. South African (35)	41. South African (35)	41. South African (35)
42. Indian (**)	42. Malayan (31) ¹⁰	42. Malayan (31) ¹⁰	42. New Zealand (39)	42. New Zealand (39)	42. New Zealand (39)
43. East African (52)	43. Olympic (43)	43. Olympic (43)	43. El Al (42)	43. El Al (42)	43. El Al (42)
44. Misrair (41)	44. Air Vietnam (34)	44. Air Vietnam (34)	44. Aeronaes (**)	44. Aeronaes (**)	44. Aeronaes (**)
45. Tasman (37)	45. Central African (39)	45. Central African (39)	45. Philippine (40)	45. Philippine (40)	45. Philippine (40)
46. Eastern (5)	46. Ethiopian (**)	46. Ethiopian (**)	46. Garuda (36)	46. Garuda (36)	46. Garuda (36)
47. Guet (44)	47. Scandinavian (40)	47. Scandinavian (40)	47. Algerie (43)	47. Algerie (43)	47. Algerie (43)
48. Aero O/Y (40)	48. West African (51)	48. West African (51)	48. Iberia (46)	48. Iberia (46)	48. Iberia (46)
49. National (46)	49. Aviacion Y Comercio (47)	49. Aviacion Y Comercio (47)	49. Ethiopian (**)	49. Ethiopian (**)	49. Ethiopian (**)
50. Cubana (42)	50. Hunting (41)	50. Hunting (41)	50. LAN (44)	50. LAN (44)	50. LAN (44)
51. Malayan (57) ¹⁰	51. Flugtag (*)	51. Flugtag (*)	51. East African (50)	51. East African (50)	51. East African (50)
52. Olympic (55)	52. Aero O/Y (45)	52. Aero O/Y (45)	52. Czechoslovakie (57)	52. Czechoslovakie (57)	52. Czechoslovakie (57)
53. Delta (39)	53. Quebecair (49)	53. Quebecair (49)	53. Aer Lingus (49)	53. Aer Lingus (49)	53. Aer Lingus (49)

¹ Unreported last year.

² Tied with DTA last year.

³ Tied with DTA last year.

⁴ Tied with Air Ceylon last year.

⁵ Tied with Misrair last year.

⁶ Tied with New York last year.

⁷ Tied with Iraqi last year.

⁸ Tied with Skyways last year.

⁹ Tied with Aer Lingus last year.

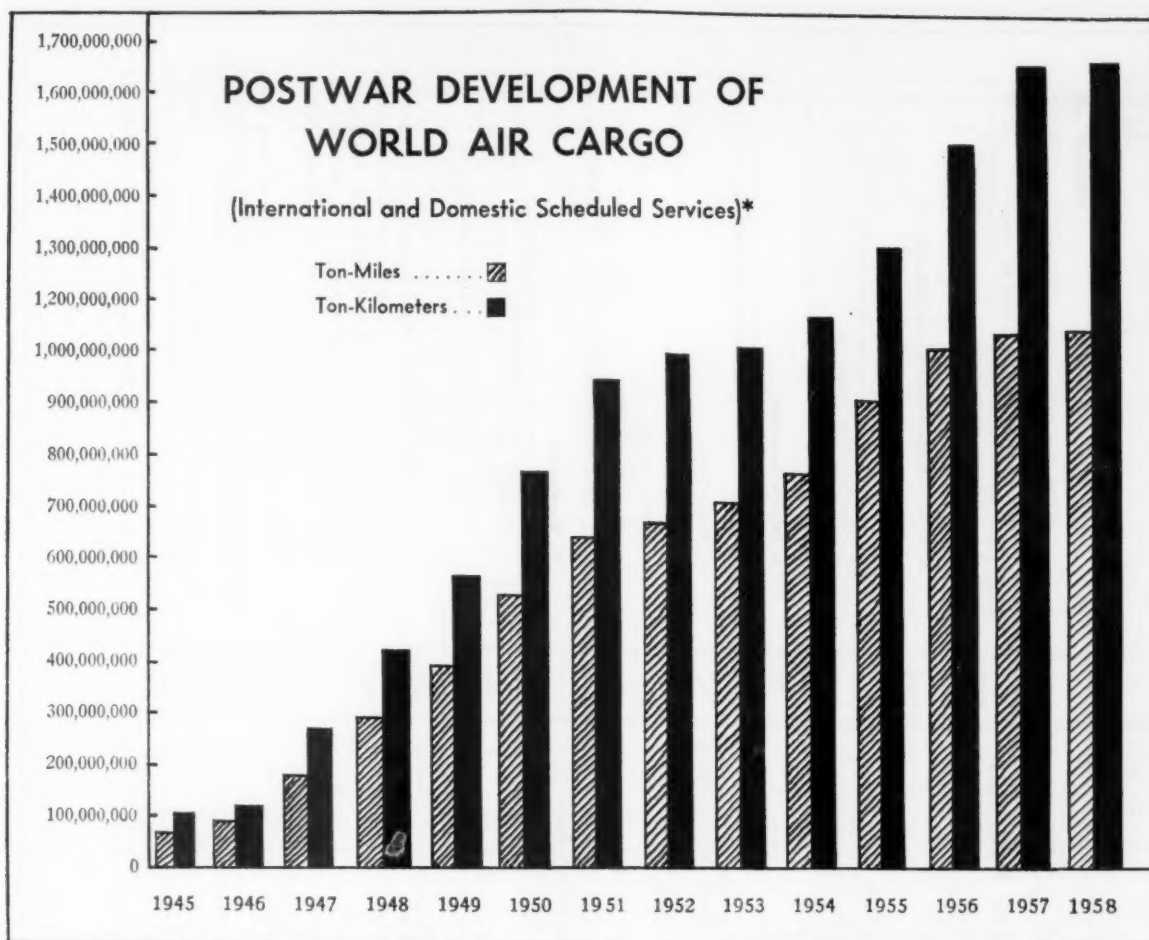
¹⁰ Estimated.

¹¹ Breakdown between international and domestic not available.

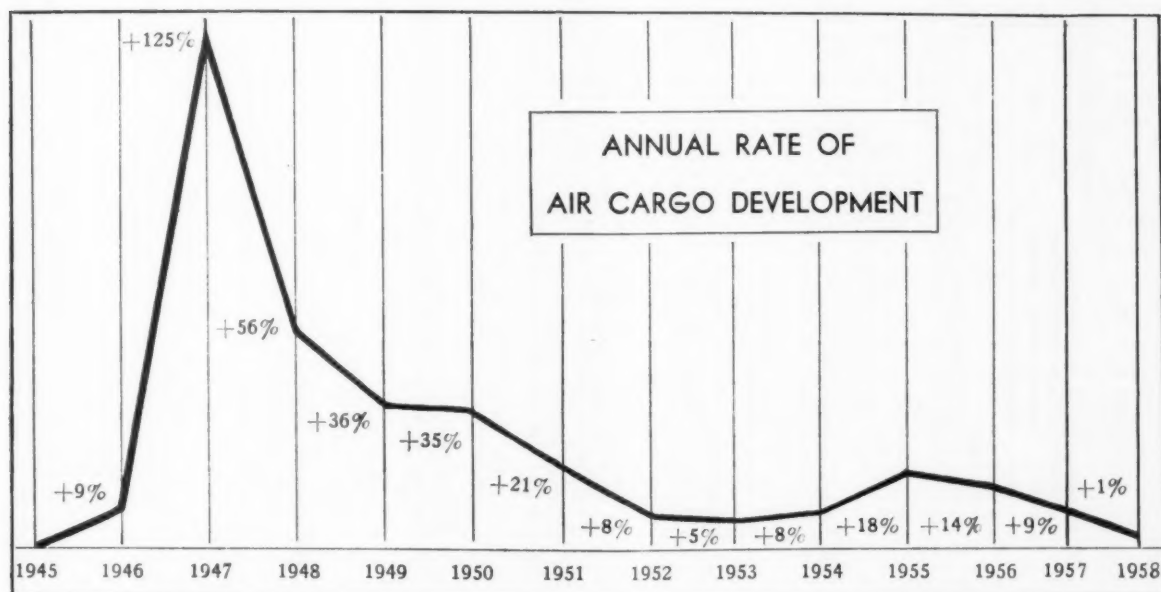
* Not listed in this column in last edition.

** Not listed in last edition.

† Trans Caribbean is unreported.



*The Soviet Union and the People's Republic of China excluded



ABCs OF COST ANALYSIS **Ask Yourself**

SURFACE AIR

A. Aircraft—Capacity—Weight—Volume

- What is maximum volume capacity?
- What is maximum weight capacity?
- What is maximum size for single piece?
- What aircraft (size, type) will best fit my product?
- What is the difference between DC-3 (C-47) C-46 DC-4 (C-54) DC-6A Various passenger-cargo versions

SURFACE AIR

B. Brokers—Brokerage Fees

- Are the forwarder's fees the same by air or surface?
- Can my present forwarder also handle my air shipments?

C. Capital Outlay

- How much capital outlay can I reduce using air transportation?
- Will banks honor an Air Waybill on Letter of Credit?
- How fast can I get my complete documents for banking purposes?
- Can I get a negotiable Air Waybill?

Consular Documents, Fees, Etc.

- Do I require the same documentation by Air?
- Is there any difference in consular fees and requirements by air shipping?

D. Delivery Time

- How much time will air freight save over surface?
- Can I always meet my Letter of Credit deadline?
- Will my customers pay a little more for earlier deliveries?

F-H. Fragility—Handling

- How much handling can product withstand?
- What is damage ratio air vs. surface?

I. Insurance

- What is cost of insurance air vs. surface?
- What is difference in coverage?
- How does my insurance company react to air freight on claims for liability, damage, carrier subrogation liability, released value on Air Waybill?

SURFACE AIR

Import Duties

- What is the basis of import duties to countries we are shipping to?
- Are import duties assessed on:

FOB Value?
Gross Weight?
Ad Valorem?
Net Weight?

Inland Freight

- What method are we presently using?
- Does present carrier give an export rate charge?
- What is time between arrival at port of discharge and delivery to city of destination?
- How much do inland freight charges cost?

L. Loss—Deterioration—Market—Rental

- Do I sustain loss due to deterioration due to nature of product or time in transit?
- What percentage is this loss?
- Is my equipment on a monthly rental basis?
- How much rental money can I save by using air freight?
- Do I lose business because of delays in delivery?
- If so, how much?

M. Minimum Bills of Lading

- What is the minimum B/L charge?
- How much material can I ship on a minimum B/L?

P. Packing—Cartons—Wooden Cases

- What packing requirements are necessary?
- How much weight does packing absorb?
- How much can I save in packing costs?
- How safe are minimum air freight packing requirements compared to surface?

Pilferage

- How does pilferage loss compare?
- Pick-Up-Delivery Service
- Can my shipments be picked up same day?
- What is the cost?
- Minimum charge?

R. Rates—Charges—General—Specific—Charter

- How do rates compare?
- What is specific commodity rate?
- Can I mix commodities without penalty?
- How much cargo do I require to charter?
- What is the advantage of chartering?

S. Service—Schedules

- How does service compare?
- What is the frequency of schedules?

T. Transit Time

- What is the time in transit?

V. Valuable Cargo

- What safeguards are available?
- How will ad valorem charges affect total shipping costs?

W. Warehousing

- How much can be saved by reducing stocks held in warehouse?
- What are my handling costs in warehouse?
- How much additional insurance do I pay?

The questions submitted above are meant to help provide the traffic manager or comptroller of manufacturing, jobbing, and wholesale firms as well as retailers, with the basis on which to determine fairly the utilization of air cargo for shipments within the United States as well as to foreign destinations.

While direct comparisons can be made on many items to the benefit of the air transportation industry, many articles of merchandise, which will not favorably compete in a regular transportation market, may at times be flown due to strikes, breakdown of equipment and various time factors which cannot be measured in money. That is the time the shipper will want to know the right answer fast. Why not find out now?

DIFFERENCES IN TIME

Between New York, the New England States, and the Following Countries and Islands

COUNTRY	ADD Hours Minutes	DEDUCT Hours Minutes	COUNTRY	ADD Hours Minutes	DEDUCT Hours Minutes	COUNTRY	ADD Hours Minutes	DEDUCT Hours Minutes
Alaska			Greece	6 35		Philippines	13 00	
Algeria			Guadeloupe Is.	0 53		Porto Rico	1 00	
Annam	12 07		Guam	14 00		Portugal	4 24	
Antigua	0 52		Guiana, Br.	1 07		Queensland	15 00	
Arabia	8 00		Haiti	0 15		Rhodesia	7 00	
Argentina	0 43		Hawaii		5 30	Russia	7 01	
Austria	6 00		Holland	5 00		San Domingo	0 16	
Azores	33 01		Honduras		1 00	St. Thomas	0 40	
Bahamas		0 09	Honduras, Brit.	6 00	0 53	Salvador		0 56
Barbados	1 01		Hungary	10 30		Samoa		6 30
Belgium	5 00		India	4 35		Scotland	5 00	
Bermuda	0 40		Ireland	6 00		Senegal	3 50	
Borneo, Br.	13 00		Italy	14 00		Siberia, Irkutsk	11 57	
Brazil	2 07		Jamaica	12 07	0 07	Siberia,		
Cape Colony	7 00		Japan	14 00		Vladivostok	13 47	
Caroline Is.	15 00		Java	14 00		South Australia	14 39	
Ceylon Is.	10 30		Korea	14 00		Spain	5 00	
Chile	0 17		Luxembourg	6 00		Straits		
China, East			Madagascar	8 10		Settlements	11 55	
Coast	13 00		Malta	6 00		Sumatra	11 41	
Cochin, China	12 07		Martinique	0 55		Sweden	6 00	
Colombia	0 03		Midway	7 00	6 52	Switzerland	6 00	
Costa Rica		0 33	Natal	16 08		Tasmania	15 00	
Cuba		0 29	New Caledonia	1 30		Togo	5 00	
Curacao	0 24		Newfoundland	16 30		Tongking	12 27	
Denmark	6 00		New Zealand	15 00		Transvaal	7 00	
Ecuador		0 14	Nicaragua	15 00	0 45	Trinidad	0 53	
Egypt	7 00		N. S. Wales	6 00		Tunis	5 09	
England	5 00		Norway	7 00		Turkey	6 57	
Fiji Islands	16 54		Orange R.			Uruguay	1 15	
Formosa	13 00		Colony	3 00		Venezuela	0 32	
France	5 00		U. S. Coast of			Victoria	15 00	
Germany	6 00		Peru		0 09	West Australia	13 00	
Gibraltar	5 00					Yugoslavia	6 00	

FOREIGN WEIGHTS AND MEASURES

Denominations	Where Used	American Equivalents	Denominations	Where Used	American Equivalents	Denominations	Where Used	American Equivalents
Almude	Portugal	4.422 gals.	Fenega	Mexico	2.57716 bu.	Pic	Egypt	22.83 inches
Arb.	Egypt	5.6188 bu.	Fenaga	Morocco	Strike fanega, 35 lbs.	Picul	Borneo & Celebes	135.64 lbs.
Ar.	Portugal	1.0119 lbs.	Fanega (double)	Uruguay	7.776 bu.	Picul	Egypt	21.14 inches
Arroba	Argentine Republic	25.32 lbs.	Fanega (single)	Uruguay	3.888 bu.	Picul	Java	136.16 lbs.
Arroba	Brazil	32.38 lbs.	Fanega	Venezuela	3.334 bu.	Picul	Philippine Islands	139.44 lbs.
Arroba	Cuba	25.36 lbs.	Fanega (liquid)	Spain	16 gals.	Picul	Argentine Republic	0.94708 foot
Arroba	Paraguay	25.32 lbs.	Feddan	Egypt	1.04 acres	Pic	Turkey	0.91416 foot
Arroba	Venezuela	25.40 lbs.	Feril (raising)	Spain	50 lbs.	Pik	Russia	27.9 inches
Arroba (liquid)	Venezuela	4.263 gals.	Frasco	Argentine Republic	2.5098 qts.	Pund (lb.)	Denmark	1.102 lbs.
Arshine	Russia	28 in.	Frasco	Mexico	2.5 qts.	Quart.	British Empire	1.20094 liq. qt.
Arshine (sq.)	Russia	5.44 sq. ft.	Prælia	Zanzibar	35 lbs.	Quart.	British Empire	1.03205 bu.
Arzel	Morocco	1.12 lbs.	Fuder	Luxemburg	264.18 gals.	Quarter	Great Britain	8.256 dry
Bari	Argentine Republic and Mexico	20.077 gals.	Funt	Russia	0.0028 lbs.	Quintal	Argentina Republic	220.46 lbs.
Barrel	Malta (customs)	11.2 gals.	Gallon	British Empire	1.20094 U. S. ga	Quintal	Brazil	129.54 lbs.
Barrel	Spain (raisins)	100 lbs.	Garnise	Poland	1.0567 gal.	Quintal	Castile, Peru	101.43 lbs.
Batman (fab)	Spain	6.49 lbs.	Gram	Metric	16.493 grains	Quintal	Chile	101.41 lbs.
Berkovets	Russia	361.128 lbs.	Hectare	Metric	2.471 acres	Quintal	Greece	123.2 lbs.
Bongkai	Fed. Malay States	832 grains	Hectolitre Dry	Metric	2.838 bu.	Quintal	Mexico	101.47 lbs.
Bow	Sumatra	7.1295 sq. meters	Hectolitre Liquid	Metric	26.418 gals.	Quintal	Newfoundland (fish)	112 lbs.
Bu	Japan	0.1 inch	Jarib	Persia	2.471 acres	Quintal	Paraguay	100 lbs.
Bushel	British Empire	1.03205 U. S. bu.	Joeh	Hungary	1.067 acres	Quintal	Syria	125 lbs.
Butt (wine)	Spain	140 gals.	Ken	Japan	5.97 feet	Ri	Japan	2.44 miles
Canto	Malta	5.3 gals.	Kilogram (kilo)	Metric	2.2046 lbs.	Rottie	Palestine (south)	6.35 lbs.
Candy	India (Bombay)	569 lbs.	Kilometre	Metric	0.62137 mile	Rottie	Syria	54 lbs.
Candy	India (Madras)	500 lbs.	Kin	Japan	1.3227 lbs.	Sack (flour)	England	280 lbs.
Canter	Egypt	99.05 lbs.	Klafter	Austria	2.074 yds.	Sagene	Russia	7 feet
Canter	Turkey	124.45 lbs.	Koku	Japan	5.119 bu.	Salm	Japan	0.02451 acre
Canter	Malta	175 lbs.	Kwamme	Belgium, Holland	85.134 bu.	Se	Japan	2 1/2 lbs.
Carat, metric	World	3.086 grains	Last	England	82.56 bu.	Shaku	Japan	11.9303 inches
Carra	Mexico and Salvador	300 lbs.	Last	Germany	3 metric tons, (4,409 + lbs.)	Shou	China	2.7354 gals.
Catty	China	1.3334 lbs.	Last	Prussia	112.29 bu.	Sko	Japan	1.91 liq. quarts
Catty	Japan	1.32 lbs.	Last	Scotland, Ireland	82.564 bu.	Skaupund	Sweden	0.937 lbs.
Catty	Java, Malacca	1.36 lbs.	Last	Spain (salt)	4.760 lbs.	Standard (st)	Petersburg	165 cu. ft.
Catty	Siam	2 1/4 lbs.	League (land)	Paraguay	4.653 acres	Stone	British	14 lbs.
Catty (stand.)	Siam	1.32 lbs.	Li	China	1.890 ft.	Suerte	Uruguay	2.700 cuadras (see cuadra)
Catty	Sumatra	2.12 lbs.	Liang	China	1.3158 ounces	Sun	Japan	1.193 ins.
Cental	Union of So. Africa	100 lbs.	Libra (lb.)	Argentina Republic	1.0128 lbs.	Tael (Kuping)	China	87.564 grs. (troy)
Centaro	Central America	4.2631 gals.	Libra	Central America	1.014 lbs.	Tan	Japan	0.28 acre
Centner	Bremen	127.5 lbs.	Libra	Chile	1.014 lbs.	Tobervert	Russia	5.90 bu.
Centner	Darmstadt	110.24 lbs.	Libra	Cuba	1.0143 lbs.	To	Japan	2.65 pecks
Centner	Denmark	117.5 lbs.	Libra	Mexico	1.01467 lbs.	Tola	India	0.30 lbs.
Centner	Nuremberg	124.33 lbs.	Libra	Peru	1.0143 lbs.	Ton	Space measure	40 cu. ft.
Centner	Prussia	113.44 lbs.	Libra	Portugal	1.011 lbs.	Tonde (cereals)	Denmark	3.9480 bu.
Centner	Sweden	93.7 lbs.	Libra	Spain	1.044 lbs.	Tonde Land	Denmark	1.36 acres
Centner	Vienna	123.5 lbs.	Libra	Venezuela	1.0143 lbs.	Tonne	France	2204.62 lbs.
Centner	Zollverein	110.24 lbs.	Litre	Metric	1.0567 liq. gts.	Ton	Japan	2.207 gals.
Centner	Double or metric	220.46 lbs.	Litre	Metric	0.90810 dry qts.	Tsun	China	1.26 ins.
Chetvert	England	9.057 bu.	Livre (lb)	Greece	1.1 lbs.	Tunna (wheat)	Sweden	4.5 bu.
Chib	China	12.60 inches	Livre	Guiana (Dutch)	1.059 lbs.	Tunland	Sweden	1.22 acres
Chib (metric)	China	1 meter	Load (timber)	England	65 cu. ft. or 1.980 ft. b.m.	Vara	Argentina Republic	34.0944 inches
Cho	Japan	2.451 acres	Lumber (std.)	In Europe	1.980 ft. b.m.	Vador	Costa Rica, Sal-	
Comb	Japan	4.1282 bu.	Mansana	Nicaragua	1.742 acres	Vara	Curacao	32.913 inches
Coyan	Sarawak	3.098 lbs.	Mansana	Costa Rica, Sal-	1.727 acres	Vara	Dominican Repub.	0.91417 yard
Coyan	Siam	2.645 1/2 lbs.	Marc	Bolivia	0.507 lbs.	Vara	Guatemala	32.909 inches
Cuadra (new)	Argentine Republic	4.2 acres	Maud	India	52 1/2 lbs.	Vara	Honduras	32.953 inches
Cuadra	Paraguay	94.70 yds.	Mef	Mexico	39.37 inches	Vara	Nicaragua	32.953 inches
Cuadra (sq.)	Paraguay	1.85 acres	Mil	Denmark	4.68 miles	Vara	Chile and Peru	32.913 inches
Cuadra	Uruguay	1.82 acres	Mil (geographic)	Denmark	4.61 miles	Vara	Cuba	33.386 inches
Cubic meter	Metric	35.3 cu. ft.	Milla	Nicaragua	1.1594 miles	Vara	Mexico	33.962 inches
Cwt. (hundred-weight)	British	112 lbs.	Milla	Honduras	1.493 miles	Vara	Paraguay	34 inches
Desmatine	Russia	2.6097 acres	Mina (old)	Greece	2.202 lbs.	Vara	Spain	0.91417 yard
Drachma (new)	Greece	15.43 grs. or 1 grm.	Momme	China	0.132 ounce	Vara	Venezuela	35.254 inches
Fenega (dry)	Ecuador, Salvador, Guatemala, Spain	1.5745 bu.	Morgen	Prussia	0.63 acre	Vers	Russia	2.707 gals.
Fenega	Chile	2.75268 bu.	Mou	China	0.1518 acre	Vicks	Poland	41.50 acres
Fenega	Cuba	1.599 bu.	Oke	Egypt	2.8052 lbs.	Wey	Scotland and Ireland	41.282 bu.
Fenega	Ecuador, Salvador, Guatemala, Spain	1.53 bu.	Oke Olque	Greece	2.82 lbs.			
Fenega			Oke	Turkey	2.828 lbs.			

INTERNATIONAL AIR MAIL AND AIR PARCEL POST RATES

COUNTRY	Air mail letters and parcels per 1/2 oz.	OTHER ARTICLES ¹ (prints, samples, small packages etc.)		Air Parcel Post	Max. wt. lb.	COUNTRY	Air mail letters and parcels per 1/2 oz.	OTHER ARTICLES ¹ (prints, samples, small packages etc.)		Air Parcel Post	Max. wt. lb.
		First 2 oz. or fraction	Add. 2 oz. or fraction					First 4 oz. or fraction	Add. 4 oz. or fraction		
AIR LETTERS SURETY—10 cents each to all countries. AIR MAIL FOUR CLASSES (Should be 10 cents each to all countries except Canada (4¢), Cuba (5¢), Mexico (4¢), and St. Pierre and Miquelon (8¢).)											
Aden	25	\$0.60	\$0.40	\$1.50	22	Liechtenstein	15	\$0.43	\$0.22	\$0.92	44
Afghanistan	25	.68	.47	1.61	11	Lithuania	15	.52	.31	1.66	44
Albania	15	.46	.25	...	...	Luxembourg	15	.42	.21	.98	44
Algeria	15	.48	.28	...	...	Macao	25	.79	.59	2.24	22
Andorra (Rep.)	15	.45	.25	1.22	44	Madagascar	25	.66	.45	...	...
Anglo-Egyptian Sudan	25	(1)	...	...	...	Madeira Islands	15	.44	.24	.75	50
Angola	25	.63	.43	1.45	22	Malaya	25	.90	.70	1.75	1.00
Anguilla	10	.33	.13	.50	20	Malta	15	.45	.25	1.10	.50
Antigua	10	.33	.13	.50	20	Martinique	10	.35	.15	.65	.25
Argentina	10	.58	.38	1.51	76	Mauritania	25	.53	.33	...	...
Aruba	10	.38	.18	.72	36	Mauritius	25	.69	.48	...	...
Ascension Island	15	.42	.21	...	...	Mexico (per oz.)	7	.30	.09	.64	.18
Australia	25	.84	.63	1.62	11	Montserrat	10	.33	.13	.50	.20
Austria	15	.45	.24	1.05	49	Morocco, French Zone	15	.45	.25	1.19	.54
Azores	15	.41	.20	.71	44	Morocco, Spanish Zone, incl. Sp. Zone, Tangier	15	.45	.25	...	...
Bahamas	10	.28	.07	.83	14	Morocco, Tangier, British & French offices	15	.45	.25	1.19	.54
Barbados	10	.38	.17	.65	35	Nauru Island	15	.45	.25	1.19	.54
Barbuda	10	.33	.13	.50	20	Netherlands	25	.84	.63	...	...
Bechuanaland Protectorate	25	.68	.47	1.31	94	Netherlands New Guinea	15	.42	.21	.89	.44
Belgian Congo	25	.59	.38	.79	44	Netherlands West Indies	25	.94	.73	...	...
Belgium	15	.42	.21	.98	43	Nevia	10	.38	.18	.72	.36
Bermuda	10	.27	.06	.76	13	New Caledonia	25	.33	.13	.50	.20
Bolivia	10	.40	.20	1.08	40	New Guinea	25	.89	.68	...	...
Bonaire	10	.38	.18	.72	36	New Hebrides	25	.94	.73	...	...
Brazil	10	.55	.35	1.48	64	New Zealand	25	.84	.63	1.82	1.17
British Guiana	10	.40	.19	1.07	39	Nicaragua	25	.79	.59	1.80	.29
British Honduras	10	.30	.10	.80	20	Niger	25	.35	.14	.80	.29
British Somaliland	25	...	...	...	...	Nigeria	25	.53	.33	...	...
British Virgin Islands	10	.33	.13	.50	20	North Borneo	25	.54	.34	1.25	.65
Brunei	25	1.00	.80	...	...	Norway	25	1.00	.80	...	...
Bulgaria	15	.46	.25	...	...	Nyassaland Protectorate	15	.43	.23	1.02	.47
Burma	25	.90	.70	...	...	Pakistan	25	.76	.55	...	...
Cambodia	25	.92	.72	...	...	Pakistan (Western Arab)	25	.63	.43	1.63	.84
Cameroon	25	.62	.42	...	...	Panama	25	.53	.32	...	...
Cameroon, British & French	25	...	...	...	...	Panama (Rep.)	10	.33	.13	.91	.21
Canada (per oz.)	7	(2)	...	...	...	Papua (British New Guinea)	25	.84	.63	...	...
Cape Verde Islands	25	.40	.28	1.19	52	Paraguay	10	.50	.30	1.09	.50
Ceylon	25	.69	.49	1.76	1.00	Persian Gulf Ports	25	.60	.40	.75	.22
Chile	10	.48	.28	1.31	.56	Peru	10	.45	.25	1.23	.37
China	25	.65	.45	1.43	1.08	Philippines (Rep. of)	25	.81	.60	1.81	.26
China, Republic of	10	.39	.19	1.21	.40	Poland	15	.46	.25	1.06	.52
Colombia	10	.39	.19	1.21	.40	Portugal	15	.41	.20	.71	.44
Costa Rica	15	.42	.21	1.22	.44	Portuguese E. Africa (Mozambique)	25	.69	.49	1.63	1.00
Corsica	10	.34	.14	.79	.29						
Cuba	10	.28	.07	1.10	.15						
Curaçao	10	.38	.18	.72	.36						
Cyprus	25	.50	.30	1.30	.60						

Czechoslovakia.....	15	44	23	88	48	44	Portuguese India.....	25	65	45	1.83	88	11
Dahomey.....	25	53	33	97	47	44	Portuguese Timor.....	25	1.00	80	.....	.....	.....
Denmark.....	15	43	23	.....	.....	44	Reunion Island.....	25	63	43	.....	.....	.....
Dominica.....	10	31	16	86	22	44	Rhodesia, Northern & Southern.....	25	68	47	.....	.....	.....
Dominican Republic.....	10	36	11	1.24	33	44	Rumania.....	25	76	55	.....	.....	.....
Ecuador.....	10	52	31	1.30	64	44	Ryukyu Islands.....	25	45	25	.....	.....	.....
Egypt.....	15	58	37	1.30	73	44	Saba.....	25	65	45	1.27	91	22
Eritrea.....	15	52	31	1.66	63	44	St. Christopher (St. Kitts).....	10	38	18	72	36	44
Ethiopia.....	25	59	39	1.34	76	44	St. Eustatius.....	10	33	13	50	20	22
Falkland Islands.....	10	58	38	1.26	76	44	St. Helena.....	25	68	47	72	36	44
Faroe Islands.....	15	43	23	97	47	44	St. Lucia.....	10	38	17	1.01	34	22
Fiji Islands.....	25	70	50	1.67	1.00	44	St. Martin (Neth. part).....	10	38	18	72	36	44
Finland.....	15	46	25	88	51	44	St. Pierre & Miquelon (per oz.).....	8	.....	.....	.....	.....	.....
France, incl. Monaco & Saar.....	15	42	21	1.22	44	44	St. Vincent.....	10	38	17	.....	.....	.....
French Equatorial Africa.....	25	65	44	1.49	93	44	Salvador, El.....	10	33	13	1.02	26	44
French Guiana.....	10	42	22	79	44	11	Samoa, Western (British).....	25	73	53	1.70	1.05	22
French India.....	25	53	33	.....	.....	44	Santa Cruz Islands.....	25	84	63	.....	.....	.....
French Oceania.....	25	65	45	1.75	90	22	Sarawak.....	25	99	78	.....	.....	.....
French Somaliland.....	25	80	59	.....	.....	.....	Saudi Arabia.....	25	60	40	1.60	80	42
French Sudan.....	25	59	38	.....	.....	.....	Senegal.....	25	44	23	90	50	44
French Togoland.....	25	53	33	.....	.....	.....	Seydelles.....	25	74	54	.....	.....	.....
Gambia.....	25	63	43	1.16	67	22	Sierra Leone.....	25	62	41	.....	.....	.....
Germany.....	15	43	22	95	45	44	Solomon Islands.....	25	84	63	.....	.....	.....
Ghana.....	25	52	31	1.18	64	22	Somalia.....	25	62	42	.....	.....	.....
Gibraltar.....	15	45	25	75	50	22	South West Africa.....	25	68	47	1.31	94	11
Gilbert & Ellice Islands.....	25	84	63	.....	.....	.....	Spain, incl. Canary & Balearic Isl- ands & Spanish offices in N. Africa	15	45	25	1.25	50	44
Great Britain and Northern Ireland	25	41	20	1.00	41	22	Spanish Guinea.....	25	61	40	1.34	72	44
Greece, incl. Crete & Dodecanese	15	48	28	1.07	57	22	Spanish West Africa.....	25	52	31	.....	.....	.....
Islands.....	10	38	17	1.01	34	22	Sudan.....	25	57	.....	1.62	78	22
Grenada & Grenadines.....	10	34	14	65	20	11	Surinam.....	10	41	20	92	41	44
Guadeloupe.....	10	33	12	1.01	25	44	Sweden.....	15	45	24	85	49	44
Guatemala.....	10	31	10	72	21	44	Switzerland.....	15	43	22	92	46	44
Haiti.....	10	34	14	78	28	44	Syria.....	25	52	31	1.22	64	44
Honduras (Rep.).....	10	30	10	1.74	1.39	22	Taiwan (Formosa).....	25	65	45	1.43	1.08	44
Hong Kong.....	25	90	70	.....	.....	.....	Tanganyika.....	25	65	45	1.35	85	11
Hungary.....	15	45	25	.....	.....	.....	Thailand.....	25	64	44	2.29	1.80	22
Iceland.....	15	37	16	89	33	44	Tibet.....	25	72	51	1.70	96	11
India.....	25	64	44	1.70	96	22	Tonga (Friendly) Islands	25	45	24	1.08	50	22
Indonesia.....	25	85	65	1.75	1.00	11	Trinidad & Tobago.....	10	38	17	1.03	35	22
Iran.....	25	56	35	1.47	72	22	Trinidad & Tobago.....	25	68	47	1.31	94	11
Iraq.....	25	56	35	1.47	72	44	Tristan da Cunha.....	15	47	26	1.11	54	44
Ireland (Eire).....	15	39	18	97	37	15	Tunisia.....	15	49	28	1.15	57	44
Israel, State of.....	25	52	31	1.42	67	22	Turkey.....	15	49	28	1.15	57	44
Italy, incl. San Marino.....	15	45	24	1.08	50	44	Turks Island.....	10	30	10	94	19	22
Ivory Coast & Upper Volta.....	25	53	33	.....	.....	.....	Uganda.....	25	65	45	1.35	85	11
Jamaica.....	10	30	10	95	18	22	Union of South Africa.....	25	68	47	1.31	94	11
Japan.....	25	65	45	1.27	91	22	Union of Soviet Socialist Reps.....	15	52	31	1.66	63	44
Jordan.....	25	53	32	1.27	65	22	Upper Volta.....	25	50	30	.....	.....	.....
Kenya.....	25	65	45	1.35	85	11	Uruguay.....	10	58	38	1.26	76	44
Korea.....	25	70	49	1.37	1.01	22	Vatican City State.....	15	45	24	1.08	50	44
Labuan.....	25	1.00	80	.....	.....	.....	Venezuela.....	10	38	18	1.27	36	44
Laos.....	25	92	72	.....	.....	.....	Viet-Nam.....	25	92	72	1.44	22	22
Latvia.....	15	52	31	1.66	63	22	Windward Islands.....	10	38	17	1.01	34	22
Lebanon (Rep.).....	25	52	31	1.22	64	44	Yemen.....	25	59	38	.....	.....	.....
Leeward Islands (except Antigua).....	10	33	13	50	20	22	Yugoslavia.....	15	43	22	97	52	44
Liberia.....	25	48	27	86	56	22	Zanzibar and Pemba.....	25	65	45	1.35	85	11
Libya.....	15	47	27	1.18	55	22							

1 When no special rate is shown in "Other articles" column the air mail letter rate to the country concerned applies.
2 Small quantities of goods may be sent as parcel post.
3 Merchandise prohibited in letters or letter packages.
4 Restrictions apply. Consult Post Office.
5 Parcel post prohibited.
6 Limited to St. Lucia, Granada and Grenadines.

WORLD RADIO AND CABLE RATES FROM U. S.

Time and Money-Saving Hints When Sending International Messages

COUNTRY	FULL RATE (FR)		CABLE LETTER (LT)	
	Minimum 5 Words†	Additional per Word	Minimum 22 Words	Additional per Word
Alaska.....	•	•	•	•
Argentina.....	\$1.55	•31	\$3.41	\$15½
Australia.....	1.35	•27	2.97	13½
Austria.....	1.25	•25	2.75	12½
Belgian Congo.....	1.70	•34	3.74	17
Belgium.....	1.25	•25	2.75	12½
Bolivia.....	1.55	•31	3.41	15½
Brazil.....	1.35	•27	2.97	13½
British Guiana.....	1.35	•27	2.97	13½
British Honduras.....	1.35	•27	2.97	13½
Canada.....	•	•	•	•
Ceylon.....	1.35	•27	2.97	13½
Chile.....	1.35	•31	3.41	15½
Colombia.....	1.35	•31	3.41	15½
Costa Rica.....	1.35	•31	3.41	15½
Cuba.....	1.05	•21	2.31	10½
Czechoslovakia.....	1.25	•25	2.75	12½
Denmark.....	1.25	•25	2.75	12½
Dominican Republic.....	1.05	•21	2.31	10½
Ecuador.....	1.35	•31	3.41	15½
Egypt.....	1.70	•34	3.74	17
El Salvador.....	1.35	•31	3.41	15½
Finland.....	1.25	•25	2.75	12½
France.....	1.25	•25	2.75	12½
French West Africa.....	1.70	•34	3.74	17
French West Indies.....	1.05	•21	2.31	10½
Germany.....	1.25	•25	2.75	12½
Greece.....	1.25	•25	2.75	12½
Guatemala.....	1.35	•31	3.41	15½
Haiti.....	1.05	•21	2.31	10½
Hawaii (Honolulu, Oahu).....	1.05	•21	2.31	10½
Honduras.....	1.55	•31	3.41	15½
Hong Kong.....	1.35	•27	2.97	13½
Iceland.....	1.25	•25	2.75	12½
India.....	1.35	•27	2.97	13½
Indonesia.....	1.70	•34	3.74	17
Iran.....	1.70	•34	3.74	17

COUNTRY	FULL RATE (FR)		CABLE LETTER (LT)	
	Minimum 5 Words†	Additional per Word	Minimum 22 Words	Additional per Word
Iraq.....	\$1.70	•34	\$3.74	•17
Ireland.....	1.05	•21	2.31	10½
Israel.....	1.70	•34	3.74	17
Italy.....	1.25	•25	2.75	12½
Jamaica.....	1.05	•21	2.31	10½
Japan.....	1.70	•34	3.74	17
Liberia.....	1.25	•25	2.75	12½
Mexico.....	•	•	•	•
Netherlands.....	1.25	•25	2.75	12½
Netherlands Antilles.....	1.05	•21	2.31	10½
Netherlands Guiana.....	1.55	•31	3.41	15½
New Zealand.....	1.35	•27	2.97	13½
Nicaragua.....	1.55	•31	3.41	15½
Norway.....	1.25	•25	2.75	12½
Pakistan.....	1.35	•27	2.97	13½
Panama.....	1.55	•31	3.41	15½
Paraguay.....	1.55	•31	3.41	15½
Peru.....	1.55	•31	3.41	15½
Philippine Islands.....	1.70	•34	3.74	17
Poland.....	1.25	•25	2.75	12½
Portugal.....	1.70	•34	3.74	17
Portuguese East Africa.....	1.70	•34	3.74	17
Portuguese West Africa.....	1.70	•34	3.74	17
Puerto Rico.....	1.05	•21	2.31	10½
Saudi Arabia.....	1.70	•34	3.74	17
Singapore.....	1.35	•27	2.97	13½
Spain.....	1.25	•25	2.75	12½
Sweden.....	1.25	•25	2.75	12½
Switzerland.....	1.25	•25	2.75	12½
Syria.....	1.70	•34	3.74	17
Trinidad.....	1.05	•21	2.31	10½
Turkey.....	1.25	•25	2.75	12½
Union of South Africa.....	1.35	•27	2.97	13½
United Kingdom.....	1.05	•21	2.31	10½
Uruguay.....	1.55	•31	3.41	15½
Venezuela.....	1.55	•31	3.41	15½
Virgin Islands.....	1.05	•21	2.31	10½

★ Rates from New York to Fairbanks: Day Message (15 words), \$4.05; Night Letter (50 words), \$3.25; Day Letter (50 words), \$5.55.

▲ Rates from New York to Montreal: Day Message (10 words), \$1.15; Night Letter (50 words), \$1.15; Day Letter (50 words), \$1.75.

● Rates from New York to Mexico City: Day Message (10 words), \$2.00; Day Letter (50 words), \$3.00; Night Letter (50 words), \$2.00.

† Effective January 1, 1960, minimum word count will be 7 words.

IMPORTANT: All the above rates are subject to a 10% Federal Tax.

1. A cable code address of your own choice may be registered at any Western Union office in the United States provided it does not conflict with some other code address already on file. An abbreviated address makes it possible to save words in the signature of a message and will reduce the cost to foreign correspondents when they address messages in reply. Frequently a firm in this country and its foreign correspondent will register an identical cable address and confine its use to the exclusive exchange of messages between themselves. This is known as a reversible address and obviates the need for a signature on messages, thus saving the cost for one word. The charge for a registered address in this country is \$10 annually or \$6 for six months.

2. When sending a message to one person at the address of another the phrase "in care of" is usually used. In such cases it is preferable to substitute the abbreviated international indicator "chez"; for example, "ROBERTS CHEZ JOHNSTON 2 RUE DES ITALIENS PARIS" instead "ROBERTS IN CARE OF JOHNSTON ETC."

3. Frequently cable users select LT (overnight) service for sending short messages. A good rule to follow is to always use FR (full-rate) service when the message is 11 words or less—you can get the fast service and the cost is less.

4. Frequently the sender of a full-rate or LT message wishes to prepay the charges for a reply to his message. In such instances the indicator "RP" (reply paid) and the figures showing the amount prepaid are inserted before the addressee's name by the local telegraph clerk. The cost is for one word plus the amount prepaid for the reply. Since the charges for messages from various countries are substantially different in most cases, it is important that sufficient funds be sent to cover the cost of a reply.

5. Full-rate or LT messages will be forwarded to an addressee who has left the place to which the message was originally addressed if the indicator "FS" is placed before the addressee's name. The charge is for one word. Additional forwarding addresses may be furnished (which are charged for) or the sender may rely on the addressee leaving a forwarding address each time he moves on. The sender must agree to pay the forwarding charges in the event the addressee declines to do so or if the message is forwarded but undelivered.

6. Collect messages are not available (other than for Government and Press) except between the United States and possessions and to and from Canada and Mexico.

7. Usually foreign telegraph administrations will not make delivery of messages to business addresses after the close of the regular business day, unless special "after-hour" delivery instructions are on hand. However, you can insure the prompt delivery of full-rate messages after business hours if the word "NUIT" is inserted before the addressee's name. The charge is for one word.

8. A report of the time and date of delivery of a full-rate message may be obtained from the office at destination if the indicator "PC" or "PCP" is inserted before the addressee's name. The indicator "PC" means that a report will be furnished by cable; the cost is for one word plus a six word reply. "PCP" means a report will be furnished by mail; the cost is for only one word.

9. If you plan to travel abroad, Western Union International Communications, 60 Hudson St., New York 13, N. Y., will be glad to furnish a credit card which will enable you to send messages without prepayment from Western Union offices abroad and the telegraph offices of many foreign administrations. Credit cards may also be obtained from any of the Regional Managers by simply addressing a request to him.

10. If the sender of a full-rate message wishes delivery to be made to the addressee in person, the indicator "MP" or "MAINS PROPRES" (meaning Personal Delivery) must be inserted before the addressee's name. The cost is for one word. There are a few countries where this service is not available; your local Western Union office should be consulted for such information.

11. Full-rate or LT messages may be sent to an addressee in care of a foreign post office by inserting the indicator "GP" or "Poste Restante" before the addressee's name. Messages may also be sent in care of the destination telegraph office by inserting the indicator "TR" or "Telegraph Restant." The cost is for one word.

12. Full-rate messages will be telephoned quickly to the addressee at destination by inserting before the addressee's name the indicator "TF" (for telephone) followed by the addressee's telephone number, if available; for example, "TF PASSY 5074 SMITH PARIS." Telephone delivery will not be made, however, if it is contrary to the regulations of the administration to which the destination office is subject, or if the addressee has specifically requested that messages addressed to him should not be delivered by telephone. The charge is for one word.



WESTERN UNION'S HANDY CHART OF CABLE CHARGES

Select Word Rate of Destination
From Adjoining Tables

EFFECTIVE JAN. 1, 1960

FULL RATE (FR)

NBR OF WDS	per word					NBR OF WDS	per word				
	\$0.21	\$0.25	\$0.27	\$0.31	\$0.34		\$0.21	\$0.25	\$0.27	\$0.31	\$0.34
*7	1.47	1.75	1.89	2.17	2.38	55	11.55	13.75	14.85	17.05	18.70
8	1.68	2.00	2.16	2.48	2.72	56	11.76	14.00	15.12	17.36	19.04
9	1.89	2.25	2.43	2.79	3.06	57	11.97	14.25	15.39	17.67	19.38
10	2.10	2.50	2.70	3.10	3.40	58	12.18	14.50	15.66	17.98	19.72
11	2.31	2.75	2.97	3.41	3.74	59	12.39	14.75	15.93	18.29	20.06
12	2.52	3.00	3.24	3.72	4.08	60	12.60	15.00	16.20	18.60	20.40
13	2.73	3.25	3.51	4.03	4.42	61	12.81	15.25	16.47	18.91	20.74
14	2.94	3.50	3.78	4.34	4.76	62	13.02	15.50	16.74	19.22	21.08
15	3.15	3.75	4.05	4.65	5.10	63	13.23	15.75	17.01	19.53	21.42
16	3.36	4.00	4.32	4.96	5.44	64	13.44	16.00	17.28	19.84	21.76
17	3.57	4.25	4.59	5.27	5.78	65	13.65	16.25	17.55	20.15	22.10
18	3.78	4.50	4.86	5.58	6.12	66	13.86	16.50	17.82	20.46	22.44
19	3.99	4.75	5.13	5.89	6.46	67	14.07	16.75	18.09	20.77	22.78
20	4.20	5.00	5.40	6.20	6.80	68	14.28	17.00	18.36	21.08	23.12
21	4.41	5.25	5.67	6.51	7.14	69	14.49	17.25	18.63	21.39	23.46
22	4.62	5.50	5.94	6.82	7.48	70	14.70	17.50	18.90	21.70	23.80
23	4.83	5.75	6.21	7.13	7.82	71	14.91	17.75	19.17	22.01	24.14
24	5.04	6.00	6.48	7.44	8.16	72	15.12	18.00	19.44	22.32	24.48
25	5.25	6.25	6.75	7.75	8.50	73	15.33	18.25	19.71	22.63	24.82
26	5.46	6.50	7.02	8.06	8.84	74	15.54	18.50	19.98	22.94	25.16
27	5.67	6.75	7.29	8.37	9.18	75	15.75	18.75	20.25	23.25	25.50
28	5.88	7.00	7.56	8.68	9.52	76	15.96	19.00	20.52	23.56	25.84
29	6.09	7.25	7.83	8.99	9.86	77	16.17	19.25	20.79	23.87	26.18
30	6.30	7.50	8.10	9.30	10.20	78	16.38	19.50	21.06	24.18	26.52
31	6.51	7.75	8.37	9.61	10.54	79	16.59	19.75	21.33	24.49	26.86
32	6.72	8.00	8.64	9.92	10.88	80	16.80	20.00	21.60	24.80	27.20
33	6.93	8.25	8.91	10.23	11.22	81	17.01	20.25	21.87	25.11	27.54
34	7.14	8.50	9.18	10.54	11.56	82	17.22	20.50	22.14	25.42	27.88
35	7.35	8.75	9.45	10.85	11.90	83	17.43	20.75	22.41	25.73	28.22
36	7.56	9.00	9.72	11.16	12.24	84	17.64	21.00	22.68	26.04	28.56
37	7.77	9.25	9.99	11.47	12.58	85	17.85	21.25	22.95	26.35	28.90
38	7.98	9.50	10.26	11.78	12.92	86	18.06	21.50	23.22	26.66	29.24
39	8.19	9.75	10.53	12.09	13.26	87	18.27	21.75	23.49	26.97	29.58
40	8.40	10.00	10.80	12.40	13.60	88	18.48	22.00	23.76	27.28	29.92
41	8.61	10.25	11.07	12.71	13.94	89	18.69	22.25	24.03	27.59	30.26
42	8.82	10.50	11.34	13.02	14.28	90	18.90	22.50	24.30	27.90	30.60
43	9.03	10.75	11.61	13.33	14.62	91	19.11	22.75	24.57	28.21	30.94
44	9.24	11.00	11.88	13.64	14.96	92	19.32	23.00	24.84	28.52	31.28
45	9.45	11.25	12.15	13.95	15.30	93	19.53	23.25	25.11	28.83	31.62
46	9.66	11.50	12.42	14.26	15.64	94	19.74	23.50	25.38	29.14	31.96
47	9.87	11.75	12.69	14.57	15.98	95	19.95	23.75	25.65	29.45	32.30
48	10.08	12.00	12.96	14.88	16.32	96	20.16	24.00	25.92	29.76	32.64
49	10.29	12.25	13.23	15.19	16.66	97	20.37	24.25	26.19	30.07	32.98
50	10.50	12.50	13.50	15.50	17.00	98	20.58	24.50	26.46	30.38	33.32
51	10.71	12.75	13.77	15.81	17.34	99	20.79	24.75	26.73	30.69	33.66
52	10.92	13.00	14.04	16.12	17.68	100	21.00	25.00	27.00	31.00	34.00
53	11.13	13.25	14.31	16.43	18.02	101	21.21	25.25	27.27	31.31	34.34
54	11.34	13.50	14.58	16.74	18.36	102	21.42	25.50	27.54	31.62	34.68

*MINIMUM CHARGE—7 WORDS

CABLE LETTER (LT)

NBR OF WDS	per word					NBR OF WDS	per word				
	\$1.04	\$1.24	\$1.34	\$1.54	\$1.7		\$1.04	\$1.24	\$1.34	\$1.54	\$1.7
122	2.31	2.75	2.97	3.41	3.74	70	7.35	8.75	9.45	10.85	11.90
23	2.42	2.88	3.11	3.57	3.91	71	7.46	8.88	9.59	11.01	12.07
24	2.52	3.00	3.24	3.72	4.08	72	7.56	9.00	9.72	11.16	12.24
25	2.63	3.13	3.38	3.88	4.25	73	7.67	9.13	9.86	11.32	12.41
26	2.73	3.25	3.51	4.03	4.42	74	7.77	9.25	9.99	11.47	12.56
27	2.84	3.38	3.65	4.19	4.59	75	7.88	9.38	10.13	11.63	12.75
28	2.94	3.50	3.78	4.34	4.76	76	7.98	9.50	10.26	11.78	12.92
29	3.05	3.63	3.92	4.50	4.93	77	8.09	9.63	10.40	11.94	13.09
30	3.15	3.75	4.05	4.65	5.10	78	8.19	9.75	10.53	12.09	13.26
31	3.26	3.88	4.19	4.81	5.27	79	8.30	9.88	10.67	12.25	13.43
32	3.36	4.00	4.32	4.96	5.44	80	8.40	10.00	10.80	12.40	13.60
33	3.47	4.13	4.46	5.12	5.61	81	8.51	10.13	10.94	12.56	13.77
34	3.57	4.25	4.59	5.27	5.78	82	8.61	10.25	11.07	12.71	13.94
35	3.68	4.38	4.73	5.43	5.95	83	8.72	10.38	11.21	12.87	14.11
36	3.78	4.50	4.86	5.58	6.12	84	8.82	10.50	11.34	13.02	14.28
37	3.89	4.63	5.00	5.74	6.29	85	8.93	10.63	11.48	13.18	14.45
38	3.99	4.75	5.13	5.89	6.46	86	9.03	10.75	11.61	13.33	14.62
39	4.10	4.88	5.27	6.05	6.63	87	9.14	10.88	11.75	13.49	14.79
40	4.20	5.00	5.40	6.20	6.80	88	9.24	11.00	11.88	13.64	14.96
41	4.31	5.13	5.54	6.36	6.97	89	9.35	11.13	12.02	13.80	15.13
42	4.41	5.25	5.67	6.51	7.14	90	9.45	11.25	12.15	13.95	15.30
43	4.52	5.38	5.81	6.67	7.31	91	9.56	11.38	12.29	14.11	15.47
44	4.62	5.50	5.94	6.82	7.48	92	9.66	11.50	12.42	14.26	15.64
45	4.73	5.63	6.08	6.98	7.65	93	9.77	11.63	12.56	14.42	15.81
46	4.83	5.75	6.21	7.13	7.82	94	9.87	11.75	12.69	14.57	15.98
47	4.94	5.88	6.35	7.29	7.99	95	9.98	11.88	12.83	14.73	16.15
48	5.04	6.00	6.48	7.44	8.16	96	10.08	12.00	12.96	14.88	16.32
49	5.15	6.13	6.62	7.60	8.33	97	10.19	12.13	13.10	15.04	16.49
50	5.25	6.25	6.75	7.75	8.50	98	10.29	12.25	13.23	15.19	16.66
51	5.36	6.38	6.89	7.91	8.67	99	10.40	12.38	13.37	15.35	16.83
52	5.46	6.50	7.02	8.06	8.84	100	10.50	12.50	13.50	15.50	17.00
53	5.57	6.63	7.16	8.22	9.01	101	10.61	12.63	13.64	15.66	17.17
54	5.67	6.75	7.29	8.37	9.18	102	10.71	12.75	13.77	15.81	17.34
55	5.78	6.88	7.43	8.53	9.35	103	10.82	12.88	13.91	15.97	17.51
56	5.88	7.00	7.56	8.68	9.52	104	10.92	13.00	14.04	16.12	17.68
57	5.99	7.13	7.70	8.84	9.69	105	11.03	13.13	14.18	16.28	17.85
58	6.09	7.25	7.83	8.99	9.86	106	11.13	13.25	14.31	16.43	18.02
59	6.20	7.38	7.97	9.15	10.03	107	11.24	13.38	14.45	16.59	18.19
60	6.30	7.50	8.10	9.30	10.20	108	11.34	13.50	14.58	16.74	18.36
61	6.41	7.63	8.24	9.4C	10.37	109	11.45	13.63	14.72	16.90	18.53
62	6.51	7.75	8.37	9.61	10.54	110	11.55	13.75	14.85	17.05	18.70
63	6.62	7.88	8.51	9.77	10.71	111	11.66	13.88	14.99	17.21	18.87
64	6.72	8.00	8.64	9.92	10.88	112	11.76	14.00	15.12	17.36	19.04
65	6.83	8.13	8.78	10.08	11.05	113	11.87	14.13	15.26	17.52	19.21
66	6.93	8.25	8.91	10.23	11.22	114	11.97	14.25	15.39	17.67	19.38
67	7.04	8.38	9.05	10.39	11.39	115	12.08	14.38	15.53	17.83	19.55
68	7.14	8.50	9.18	10.54	11.56	116	12.18	14.50	15.66	17.98	19.72
69	7.25	8.63	9.32	10.70	11.73	117	12.29	14.63	15.80	18.14	19.89

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63 A new 24-page booklet, *What Makes It Tick?*, describes in detail Towmotor's new Stream-Liner series of fork lift trucks which are available in eight different gasoline, diesel, or LP-gas models.

64 A valuable wall chart which provides conversion factors for all types of businessmen working with weights and measures has been made available. Hundreds of conversions.

65 Descriptive brochure and samples of a new synthetic protective covering said to outwear cotton duck canvas four to five times. Reportedly "indestructible," waterproof, shrinkproof, fireproof, unaffected by mildew, half the weight of canvas, flexible even in sub-zero weather.

66 *The Story of Air Transport Progress*, an excellent 28-page booklet which capsules the progress and current state of the scheduled airlines of the United States, together with an outline of career opportunities with the airlines.

67 Alitalia's Air Cargo Memorandum Tariff and File Folder which provides some 3,000 general commodity rates, plus a specific commodity rate chart. Includes easy-to-understand rules and regulations, conversion tables, and a chart of DC-7 dimensional limitations.

68 *Warehouse Layout: Narrow Aisles or Wide?*, a new eight-page brochure published by a manufacturer of materials handling equipment. Brochure is designed as a guide to those who must decide which type of warehouse is best for his installation.

69 All business and traffic executives will be interested in this new eight-page, illustrated booklet, *How You Can Scale Down Today's Higher Postage Costs*. Shows how a precision mailing scale can help to offset increased postage costs.

70 New revised edition of the National Safe Transit Committee's Official Test Procedures booklet, which describes the procedures used in performing the NSTC preshipment tests. Only one copy will be given free to each person requesting it.

71 *Delta Flies Air Freight at Air Mail Speed*, a new folder which gives a condensed story of why shipping by air is a valuable economic tool for the shipper. Produced by Delta Air Lines, it includes sample rates and a dozen examples of "discounts" (no hidden charges) when air freight is used.

72 *The Inside Story of the Pace-Maker Series*, a 24-page manual published by Towmotor. It discusses the engineering, functional styling, and improved operating features in its new Pace-Make fork lift trucks.

73 *Senators Demand Enough Airlift for National Defense*, a 16-page transcription of a discussion on the floor of the United States Senate on Department of Defense air transportation requirements. A significant booklet.

74 *Marking and Sealing Shipments Made Simple*, an illustrated catalog of shipping-room equipments (stencils, stencil inks, fountain brushes, tape machines, etc.).

75 Latest issue of *Lift for Industry*, external house organ of The Elwell-Parker Electric Company. Main feature article discusses the factors in deciding whether a worn-out industrial truck should be rebuilt or replaced.

76 New 56-page catalog of industrial and institutional floor trucks, including four-wheel platform trucks, box trucks, shelf trucks, wagon trucks, two-wheel trucks, dollies, etc. A special section tells how to select manual equipment.

77 Sample issue of the *American Import & Export Bulletin*, monthly magazine devoted to international trade. Features articles, Customs information, import and export trade opportunities, statistics, etc.

78 *Lufthansa on the Move*, reprint of a comprehensive article on the international air cargo services of Lufthansa German Airlines, which was originally published in *Air Transportation*.

79 Latest Cargo Memo Tariff of Lufthansa, offering general and specific cargo rates for transatlantic movement. Other data of value to the international shipper is included.

80 Reprint of the article, *TWA's Giant Step*, which points up Trans World Airlines' all-out campaign to win a larger slice of the domestic and international air cargo market with its new fleet of 1049H airfreighters.

81 New six-page folder which describes and illustrates in detail the full line of Baker Industrial trucks.

82 Should you lease or buy an industrial truck? A new 24-page booklet published by Elwell-Parker outlines a number of lease plans offered by the company. Includes a series of tables which permit a prospective lease-holder to calculate comparative costs of lease and purchase.

PRESCOTT

(Continued from Page 5)

"Suffice to say that we will have the animal that can carry goods at rates that will be highly competitive with surface transportation," Prescott said. "And the happy part of the picture is that this is only the beginning of the turbine era, and you don't have to be a scientist to know that the efficiency of these power plants will increase as time goes on."

Tiger's head outlined a three-stage tariff research program which is expected to produce the proper rate structure to fit the CL-44Ds. It will show commodity flows, analyze traffic needs of specific industries and shippers, pinpoint traffic-generating rates, and bring to light the traffic economies provided by air freight in the distribution of goods.

Prescott stated that he is in agreement with the Stanford Research Institute air freight study which forecast \$4 billion revenues from hauling cargo.

UNITED

(Continued from Page 5)

parts took over first place. The latter commodity showed a 68% increase in weight of shipments to move into the top slot.

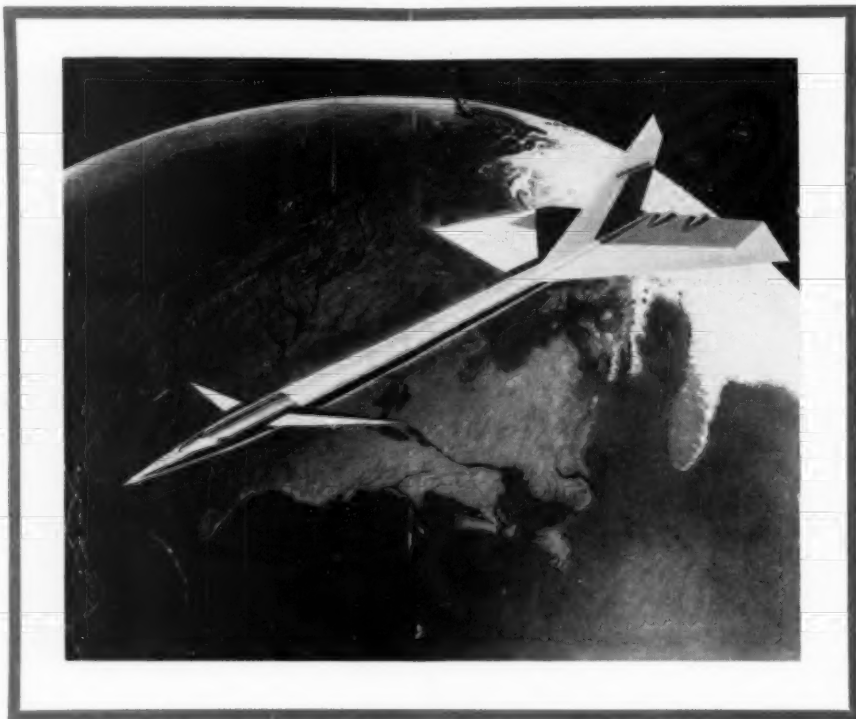
Electrical equipment and parts, which showed a 50% improvement, took over second place. Other heavy-traffic items, which ranked from fourth through tenth place, were, in the order shown: printed matter; wearing apparel; aircraft parts and accessories; auto parts and accessories; hardware; film; live animals.

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claring "at least 25 jet aircraft will be operating daily in both directions by the spring of 1960," providing cargo capacity four times greater than the total transported at the present time—and this does not take into account operations with other-type aircraft, he asserted that this problem was the core of the IATA parley in Honolulu, and "the results of this meeting are widely considered satisfactory and a big step in the right direction."

"The anticipated reduction of a variety of existing specific commodity rates by as much as 39%, and the introduction of a weight breakpoint will, no doubt, be a welcome relief to many users of air cargo whose profits were severely reduced by the relatively high level of rates," the German airline's cargo executive said. "There is no doubt that many of these users will now be able to use air transportation for goods of lower value which, until now, moved exclusively by surface."

But Pactow left it an open question whether the drop in specific commodity rates will generate enough additional traffic to offset the carriers' loss in revenue per shipment. He felt that perhaps it would have been wiser to utilize the interim period between now and April to determine accurately the extent to which the forwarders and shippers take to the new rates; and, if necessary, adjust these rates, or introduce new ones, to make the structure more effective.

New Highs for 1960

Frank M. Turano, Alitalia's general cargo manager in this country, is of the opinion that the new Atlantic rates will help to bring predictions of air cargo revenues exceeding air passenger revenues "closer to realization." He told *Air Transportation* he did not doubt 1960 will end "with the highest percentage of increase in air cargo in history," but warned that "the new rate formulas, lower rates agreed to by the airlines, and additional aircraft capacities will not be the sole, or even the primary, reason for the anticipated fabulous growth."

"It will be a contributing factor," Turano said. "Real growth will come only from hard work in selling our product and providing the type of service demanded by shippers."

Forwarder reaction—at least, as far as the writer was able to ascertain—followed in the main these lines: huzzahs for the Pacific rates; indifference to the Pacific rates.

Alvin B. Beck, executive vice president of Air Express International Corp., asserted that "IATA did the right thing on the Pacific, but they

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gave the forwarder absolutely no incentive on the Atlantic." Referring to the new rates which will affect 17 commodity groups in North Atlantic movement, Beck said:

"I just don't understand the carriers. They have cut their own ton-mile yield at low weightbreaks where they were receiving good yield. As I see it, the reductions should have been in the higher weights, and the rates for the lower weights should have been retained.

"In some cases, depending on the carrier, his yield has been cut by as much as 50%. This means he will have to carry twice as much freight to get back to the position he held before.

"We are all for moving air freight at lower costs to the shipper, but rule-of-thumb thinking helps nobody—least of all the carrier. There was nothing scientific about the way the Atlantic rates were arrived at. Why didn't they borrow a few ideas from the Pacific carriers—that is, if the Atlantic carriers are looking for honest-to-goodness volume—instead of preventing another industry from progressing?"

Pacific vs. Atlantic

The thinking of Charles L. Gallo, president of Air Cargo Consolidators, Inc. and a former president of the Air Freight Forwarders Association, paralleled that of Beck.

He called the Pacific rates "terrific," pointing out that they are what "the forwarders have been recommending for years." They represent "a sound and constructive approach to the de-

velopment of volume air cargo," Gallo added.

"The Atlantic structure, in my opinion, is 180° of what the carriers did in the Pacific," he declared. "For years the carriers have been talking about a high ton-mile yield and the necessity for it to produce adequate revenues. With one stroke of the pen they have completely demolished the general commodity rate structure by establishing a rate of 32¢ per pound for 100 pounds in specific commodities, which serves to reduce their ton-mile yield by about 50%. Stated in another way, this means that under the new North Atlantic rates they will need to carry almost twice as many pounds to maintain their present revenue levels."

Pacific Rates "Terrific"

Morton V. Brautman, president of Pan-Maritime Cargo Service, Inc., and likewise a past-president of the AFFA, termed the Pacific rate structure "fabulous." He said it was a "needed stimulus for the forwarder as well as the shipper." With regard to the forwarder, he observed that "while he selfishly wants a spread, he needs the rates to work with." The Pacific structure, he said, provides the forwarder with that opportunity.

Here again, Brautman viewed the Atlantic action through a different pair of glasses. These rates, he maintained, were designed for the benefit of the shipper, not the forwarder. He observed that "a good mixed-consignment rule would have been beneficial, but we have none."

NEW RATES

(Continued from Page 7)

thoritative ring of unanimity. Even some of those who have words of praise for IATA's action in putting forth new, so-called developmental rates, temper these with openly expressed or private comments which reveal certain reservations. It is possible to find private reaction among airline executives, forwarders, cargo agents, and direct shippers swinging the whole range of the opinion spectrum—from "This is just what the industry needs," to "This will never do the job."

One thing is clear, however: the new Pacific rates have captured the imagination of many bulk shippers.

Since all these men are considered to be professionals and experts in their field, and there is disagreement among them with regard to the suitability of the new rates, there is nothing left but to let time tell the story.

There have been some strong fears that, because of a November 30 cut-off date on CAB approval of IATA commodity-rate descriptions, an open-rate situation may come about, this bursting into a rate war. An example of what can happen, it is pointed out, is the passenger-rate war which is rocking the European and South American air carrier operating across the South Atlantic.

"No Substance"

In direct conversation with the executives of several key airlines, *Air Transportation* was assured that the fears of a cargo-rate war have no substance. Attention was drawn to the fact that even if such a war were contemplated, the short period until the April 1 effective date of the Atlantic rates would create more problems than any additional traffic might warrant.

TWA is among those transatlantic carriers which believe that "the new IATA rate structure will open up many new international air cargo markets and greatly expand those already active." S. E. Russ, manager of air freight for TWA, told *Air Transportation* that "this (the series of rate reductions) should attract many new customers and give shippers plenty of reason to airlift more than they have until now." Pointing out that the airline has increased its transatlantic airfreighter fleet and is preparing to inaugurate on November 23 jet service between United States cities and major European markets, Russ added that "TWA is out to get a good-sized chunk of this new business."

Willis G. Lipscomb, vice president-traffic and sales of Pan American World Airways, in a formal statement to the press, almost ignored entirely the expected change in Atlantic rates next April. Announcing that his company will be operating across the Pacific under the new rates with the beginning of the coming year, and expressing satisfaction with the structure, Lipscomb stated that "Pan American has been seeking this kind of bulk discount rating system for years."

"I believe that if this system were approved by the International Air Transport Association carriers and their governments for the transatlantic area, it would quadruple air freight traffic between the United States and Europe in a few years," Lipscomb declared.

"Under the present rating systems, the shipper must classify his goods under a highly technical and restrictive series of commodity categories, each with its own rate. At present for transatlantic shipments there are more than 80 categories, each with its own rates. Such a system is not only complex and difficult for both shippers and the public to use, but also seriously restricts the development of air freight in this vital area."

The Pan American executive predicted that the new Pacific rate structure "will open up the United States-Orient market to thousands of shippers and importers who previously have been unable to use air transport to develop this rich and growing market." He expects cargo traffic in this area to double next year "and double again in 1961."

Pan American, which is tripling its present transpacific schedules beginning November 14, will place three converted DC-7C airfreighters on the transpacific route on the day the new rate structure takes effect.

Nolan's Views

In much the same vein, T. R. Nolan, director of freight sales for Northwest Orient Airlines, waxed enthusiastic over the new Pacific rates. He told *Air Transportation* that they should "more than double our current volume right from the offset, and where it will go from there is up to us, the individual air carrier, and our partners, the cargo agents and the forwarders."

"The rates, of course, are made to order for the forwarders," Nolan stated. "There should be a tremendous increase in their traffic to the benefit of all direct carriers."

He had not heard any forwarder reaction up to that time, he said (it was only a day or so after the official an-

nouncement), but he felt certain "they are as enthusiastic as we."

"The Pacific carriers have given them what the Atlantic carriers did not—attractive rates and good spreads," Nolan said. "The elimination of specific commodity rates is, in our opinion, another major step forward. We at Northwest have championed this for a long time and, as you know, pioneered such rate simplification in our domestic rate structures several years ago. We found that 95% of our traffic moved at specific commodity rates with but 5% at generals. We eliminated the specifics and reduced the generals to the specific levels, making it easier for our customers, the tariff people, and our own auditors."

He pointed out that "a lot of people thought we were crazy when we put on the five weekly DC-6 transpacific freighter frequencies in September of this year, wondering where we were going to get the loads." He added:

"Now they know. This is something we have been building for a long time, and we intend to keep our Number One position."

Interim Rates

Werner Seiler, Swissair's United States cargo traffic and sales manager, stated that the new specific commodity rates approximate his idea of what they should be for the months ahead.

"In my opinion, these rates are right for the interim period between today and 1961 when the propjet airfreighters are scheduled to go into service," he said. "I think they will attract considerable extra volume to the North Atlantic carriers."

On the other hand, Alvin E. Levenson, KLM's United States cargo manager, expressed disappointment that the Atlantic rates "do not take into consideration one-day charters by consolidators." He also criticized the exclusion of wearing apparel from the new rates, and said that something should have been done for the American pharmaceuticals exporter also.

"I expect that most of the increased activity will be westbound," Levenson stated. "As I see it, the only eastbound activity developed is in piece goods and radio and electronics. However, one encouraging aspect is that the steamship lines increased their westbound rates at a time when the airlines decreased theirs to a point where some of the rates meet."

Joerg W. Paetow, cargo manager-North America for Lufthansa, underlined the carrier's No. 1 problem today: filling the greatly expanded cargo space across the Atlantic, especially from the introduction of the jet. De-



El Al executives, Koppel (left) and Galezer.

El Al: Dror Galezer named manager for the Americas. Until recently deputy managing director in Israel, he succeeds Y. L. Koppel who has been reassigned as a special assistant to the managing director of the airline at its headquarters.

KLM: William B. Nash appointed distribution sales engineer for the Cargo Sales Department. Of his eight years in the air cargo business, he spent five with a New York freight forwarder before joining KLM as a cargo sales representative . . . Albert Janssen assumes the position of general manager in New Guinea, having relinquished his position as manager in the United Kingdom and Ireland. Leonard Koops, formerly station manager at Munich, succeeds Janssen in England.

Lufthansa: John Sina recently named cargo sales representative at Los Angeles. His job coordinates cargo sales in Southern California, Arizona, Utah and New Mexico.



Sina
Lufthansa



Kraemer
SAS

SAS: Warren E. Kraemer, senior vice president-traffic and sales, appointed assistant to the president and chief executive in charge of the Sales Department. The appointment as assistant to the president is on a temporary basis . . . Karl A. Kristiansen named acting general manager of sales. He will report directly to Kraemer.

REAL: The following district sales managers have been promoted to regional sales manager posts: Maurice Ellis, New York; Julio La Marche, Chicago; Orlando Garcia, New Orleans; George Vargas, Florida; and Ruy Barbosa, West Coast.

Swissair: Brian Collinge named sales representative in the North of England.

FORWARDERS

Air Express International: Roy A. Davidson, Col. (USAF, Ret.), appointed as representative in Washington, D. C. His last military assignment was Deputy Commander, 2854th Air Base Wing, Tinker Air Force Base, Oklahoma. He has also served in many important military posts both here and abroad . . . Frank C. Rubinan named manager of the San Juan office. He has been associated with traffic and forwarding since 1952 . . . David J. Kelsall appointed manager for Great Britain. He comes to AEI from the Howard Bamburger Group of Companies. He will be responsible for all AEI sales and



New key personnel at AEI: Doelter, Germany (left); Davidson, Washington, D. C. (lower left); Kelsall, U. K. (lower right).



operational activities in the British Isles . . . Hans Doelter named manager for Germany. An air freight specialist held in high regard, he has recently managed the affairs of the Frankfurter Luftfrachtkontor. Prior to that, he was with Seaboard & Western as sales manager in Germany.

Airborne Freight Corp.: Stan Majkut named district manager for the Albany-Schenectady area. Until recently a partner in Flying Freight, he has also served with Emery Air Freight and with Colonial Air Lines . . . Ralph W. Kummer ap-



Majkut Kummer
Recent Airborne appointees

pointed to the newly-created position of sales promotion manager of Airborne and its six subsidiaries. Associated with aviation circles for more than 22 years, he has also been active in many civic and professional organizations.

Peter A. Bernacki, Inc.: The following appointments at the firm's new Los Angeles office have been announced: Michael Leone, district sales manager; Edward U. Schwarz, operations manager; and Donald S. Tahl, sales representative.

INDUSTRIAL TRAFFIC

Weyerhaeuser Co.: Berthold M. Fischer named general traffic manager of the company's paperboard converting operations.

Radio Corp. of America: William M. Rodgers promoted to traffic manager-services in the general traffic department in Camden, N. J.

National Biscuit Co.: Edwin F. Mundy named director of traffic. He succeeds John A. Hart, retired.

Allis-Chalmers Manufacturing Co.: J. E. Weller transferred from Pittsburgh

to West Allis, Wis., as assistant traffic manager.

Godfrey L. Cabot, Inc.: Donald E. Cameron appointed supervisor of the order and shipping section.

Cluett, Peabody & Co., Inc.: Frank J. Bacher named general transportation manager, headquartered in Troy, N. Y. . . . Vincent P. McLoughlin takes the position of assistant general transportation manager.

Thomas J. Lipton, Inc.: Thomas M. Brewer promoted to eastern region traffic manager. This move takes him from Galveston, Texas, to Hoboken, N. J. . . . Dan K. Clark succeeds him at Galveston as western regional traffic manager.

International Milling Co.: Howard E. Johnson promoted to traffic manager of the Southwestern Division . . . Edwin J. Williamson moves from Minneapolis on promotion to traffic manager for the North Kansas City plant.

Gottesman & Co., Inc.: Aaron Gross appointed general traffic manager. He also serves in the same capacity for Central National Corp.

Seidlitz Paint & Varnish Co.: Ray W. Gonsner named traffic manager.

B. F. Goodrich Co.: Howard I. Cline appointed traffic operations manager.

Allied Mills, Inc.: R. E. Hartridge promoted to assistant general traffic manager.

Singer Manufacturing Co.: George R. Ford named assistant general traffic manager . . . James M. Craig becomes domestic traffic manager.

American Motors Corp.: Donald B. Gill promoted to divisional traffic manager of the Kelvinator Division at Grand Rapids . . . Richard J. Caroselli replaces Gill as traffic supervisor at Detroit.

Nestle Co., Inc.: Raymond A. Ennis appointed general traffic manager.

AIRCRAFT MANUFACTURERS

Bell Aircraft: Harvey Gaylord, president of Bell Helicopter Corp., elected by the board president of Bell Aircraft.

Douglas: J. R. McGowen appointed director of commercial sales. An engineer for the company since 1939, he will continue as coordinator of the DC-8 in addition to his new duties.

Lockheed: Floyd F. Homstad named sales representative-senior in the Georgia Division's modification and special sales organization. He was formerly manager of the Oklahoma City office.

Republic: W. Howard Ehmann elevated from service manager to assistant sales manager.

HANDLING EQUIPMENT

Frank G. Hough Co.: David D. Hunsaker takes the newly-created position of manager-sales development.

ORGANIZATIONS

Air Cargo, Inc.: Guy Springer, Jr., formerly general sales manager for Capital Airlines, named to direct all of ACI's regional offices and activities.

Air Transport Association: W. D. Dilworth, director of traffic administration and assistant secretary of United Air Lines, and Chester J. Jump, vice president of administration and finance of REA, elected co-chairmen of the newly-formed Joint Committee for Air Express. Robert L. Turner, vice president-traffic, ATA, elected secretary of the committee.

Brautman said that the 500-kilogram rate represented a reduction of about 14¢ per pound. This, he claimed, is what it costs his firm to go into a break-bulk point. Therefore, he continued no incentive exists for the forwarder, unless a shipment of the right weight happens to be consigned to direct destination.

Irving W. Goodson, president of Flying Cargo, Inc., a major transpacific shipper, was reserved in his approach to the new Pacific rate picture. He said that the first and immediate problem of the consolidators is to produce new tariffs, effective January 1, which will bring them below airline rates, thus continuing their attraction to shippers. He withheld a forecast of future traffic, preferring to "wait and see."

Another forwarder, who asked that his name be withheld, put his entire thinking on the matter in two terse sentences:

"To hell with the Atlantic business. I'm going to concentrate on the Pacific."

Most of the comment from the forwarder side of the fence did not adopt

the extreme reaction expressed in the preceding quotation, but it is certain no paeans of praise for the transatlantic carriers are being sung by them this morning.

James E. McGuire, traffic manager of IBM World Trade Corp., admitted to *Air Transportation* that the new transatlantic rates probably will cause him to reexamine IBM's consolidated charters to Europe. Since August 15 of this year, the firm has shipped a plane-load of IBM products and company material on a weekly charter basis. Copeland Shipping, Inc. has been handling the operation for IBM World Trade.

"Basically IATA did not go far enough on the Atlantic," McGuire stated. "Why did they stop at only 17 commodities? Why weren't the reductions across the board?"

"Actually I feel that IATA should have done for the Atlantic what it did for the Pacific. The Atlantic is dreadfully lacking in weight breaks. If the airlines are truly interested in developing cargo, they should have instituted weight breaks at attractive rates."

• • •

CONGRATULATIONS

UNITED STATES AIRLINES

Capital: Clifford H. Taylor appointed cargo sales manager. He has been with the airline since 1941 . . . John H. Mahoney elected vice president for marketing and sales. A veteran of 20 years in airline management, he has served previously with American and also Seaboard & Western.



Mahoney Taylor
In new posts at Capital

Northeast: Jack F. May named New York district sales manager. The major part of his 21 years of sales experience has been spent in the airline industry.

Northwest: Benjamin G. Griggs, Jr., named to the newly created position of director of organizational control. He has been with the airline since 1950 . . . Italo (Al) Carra promoted to assistant district manager of operations at New York International Airport.

Pacific: Peter F. Belghaus appointed station manager at Portland, Oregon. He is a veteran in international transportation fields . . . David Winslow named district sales representative.

Pan Am: Wilbur L. Morrison has received from the Republic of Panama its highest civilian award for his contributions

to international relations by pioneering air transportation through the Americas during the past 32 years . . . James Pacente appointed cargo sales supervisor in Chicago. He became associated with the airline in 1956. He replaces Larry Hines, promoted to assistant district sales manager in the San Francisco office.



Rowe Pacente
Panagra Pan Am

Panagra: Roger V. Rowe, named assistant vice president. He has served the carrier in sales posts in Lima and Buenos Aires. Less than a year ago he was appointed assistant to Andrew B. Shea, president.

TWA: Frank L. Baptie named district cargo sales manager at Los Angeles. Additional Air Cargo Department appointments include: Paul C. Justice and Thomas Stout, Los Angeles sales representatives; Robert Harrigan, in charge of mail and express; and Robert Marcus, chief city freight agent . . . James F. Morrison heads the newly established Hartford, Conn.-Springfield, Mass., sales district as district sales manager. Other new appointments in the Atlantic Region are: Thomas E. Trone, director sales development; and John J. Cowan, director reservations and ticketing . . . Howard Goodrich becomes

district sales manager in the United Kingdom. Glenn J. Craden, who previously held that appointment, was transferred to Goodrich's recent position of sales manager in Philadelphia.

Transocean: Dan McCarthy takes the new position of general manager-airline operations. One of the first pilots to join Transocean when it opened up in 1946, he is now a member of the board of directors.

West Coast: Herman F. Scheurer, Jr., promoted to vice president and assistant to the president. A former member of the law firm which for many years has represented the carrier in CAB proceedings, he joined the company a year ago.

Western: Allen F. Hoss appointed sales manager for the Peninsula. He succeeds Hugh C. Earley, who recently became reservations manager in Seattle.

FOREIGN AIRLINES

Air France: Claude Pasty, appointed system cargo manager, responsible to the assistant vice president of the Commercial Department. Pasty, who joined the French air carrier in 1946, heads the newly organized system Cargo Department. In 1949 he was entrusted with the task of studying and reorganizing the Paris Division Cargo Department. A year later he was named assistant to the manager of the latter department, becoming its manager in 1952.



Pasty
Air France

Alitalia: Joseph P. St. Thomas, one-time Eastern district agency sales manager for Air France, appointed assistant sales manager of the Italian airline. Most recently he was associated with a commercial firm in an advertising and sales capacity.

APA: Guillermo Goff appointed traffic and sales manager. He was formerly connected with LAV in New York as traffic and sales manager there; and before that, with Braniff.



Goff
APA



Lewis
Japan

Japan: Jack K. Lewis named district sales manager of the newly opened Dallas office. He was formerly with Swissair in that city.

BOAC: Robert Juppe appointed to the newly created post of senior press officer, headquartered in San Francisco.

Irish: Thomas P. Kennedy appointed United States public relations manager.

707s ON KANGAROO ROUTE

Qantas last month inaugurated Boeing 707 jet operations on the so-called Kangaroo Route from Australia to London via the Middle East. BOAC's de Havilland Comet 4 jets join this run on November 4. Eight services per week will be operated by the joint fleets. The *Super Constellation's* 63 hours and the *Britannia's* 48 hours for this run will be cut to 33 hours.

REAL TO LOS ANGELES

On November 20, REAL Airlines will start operations between Los Angeles and Rio de Janeiro via Mexico City, Bogota, and Manaus. John F. Mano, the Brazilian airline's United States general traffic and sales manager, pointed out that the service will provide the only through-plane flights between the West Coast and Brazil and Colombia.

TSA BRITANNIAS DUE

According to TSA-Transcontinental, Argentine carrier, *Britannia* turbojet service will be introduced on the New York-Buenos Aires route on or about November 19. Intermediate stops are at Caracas, Rio de Janeiro, and Sao Paulo.

GROUND SERVICES

RIDDLE-TIGER AIR-TRUCK

Riddle Airlines and the Flying Tiger Line, following a joint meeting of their staffs, are setting plans for a new expedited service which would combine air and truck operations. The two all-cargo airlines are seeking to establish overnight service between certain West Coast and Southeast cities, taking advantage of both forms of transportation.

According to Charles L. Hood, Riddle's vice president traffic and sales, through service will be provided between "all air and motor carrier terminals on the Flying Tiger system in the West and all Riddle Stations in the Southeast, as well as more than 80 new motor carrier terminals in Georgia, Alabama, North and South Carolina, and Florida." He said that overnight delivery will be made to certain destinations, and at the most second-day delivery to others.

The program will give Flying Tiger's so-called Sky-Highway service a Southeast extension, Robert A. Blanks, the coast-to-coast airline's Midwest manager pointed out at the joint session. In addition to speeding up freight delivery, he said, the Riddle-Tiger arrangement "will permit single bill of lading on all shipments at the lowest available rates for such type of transportation." Other advantages were listed as "tailgate truck-plane interchange of freight, elimination of truck terminal transfer delays since freight may be interchanged directly at the air carriers' terminals, advance manifest service enabling shippers to ascertain both the location of their freight and its scheduled arrival time, and movement of freight over daily certificated scheduled air routes."

IATA

STAMP HONORS IATA

Last month the Japanese Post Office placed on sale the first stamp ever issued to commemorate the annual assembly of the International Air Transport Association.

BOOKS

Russell T. Hitt's *Jungle Pilot* (Harper & Brothers; 303 pages; \$3.75) is the life story of Nate Saint, Protestant missionary-flier, who, at the age of 32, was one of the five missionaries murdered by Auca Indian aborigines in Ecuador. Why did this young man who loved flying so much dedicate his life to bringing the gospel into the jungle? Most of the answer lies in Nate Saint's own words which the author quotes quite liberally. In the very spirit of his own name, the young missionary flew mercy cargoes—mostly food and medicine—to the Aucas, taking back with him the sick for healing. Saint worked quietly in a brutal corner of the world, but he is not left unsung.

Space Handbook: Astronautics and Its Applications (Modern Library Paperback; 330 pages; \$1.25) is a wide-range guide to "the present and foreseeable future of space flight and the exploration of the universe." This work by Robert W. Buchheim and the staff of The Rand Corporation is divided into three sections (actually there is a fourth, at the beginning: the introduction), which discuss the following topics: technology, applications, and astronautics in other countries. Excellent.

Rom Landau, a top expert on Moroccan affairs and a prolific author, states in his *Islam and the Arabs* (Macmillan Co.; 299 pages; \$4.95) that "neither Islam nor the Arab have (sic) been treated over-generously by Western authors. Pointing out that Western civilization owes much to early Islam, Professor Landau has put in ordinary lay language, and has generally reduced, the rather complicated history of the Arabs so that the uninformed may have a better appreciation of that culture's place in the modern world and its relationship to the West. ("What the Arabs feel in need of more, even, than the best reforms is that the outside world should cease to treat their lands as chessboards for its power politics, strategic considerations, and economic competitions.") Superior.

"When men and women lose the sense of mystery, life will prove to be a grey and dreary business, only with difficulty to be endured," writes Harold T. Wilkins in his *Strange Mysteries of Time and Space* (Citadel Press; 319 pages; \$3.95). Well, Mr. Wilkins, who is said to have spent half a century collecting data on the unusual, goes about in a businesslike way (buttressed by considerable documentation) on a wholesale excursion into the bizarre. Whether it's vanishing aircraft, or the disappearance of Lord Kitchener's corpse, or the tale of the skull of the Piltwood Man, the author gets his eerie plot across—and entertains while doing so.

Russell Hope Robbins, author of *The Encyclopedia of Witchcraft and Demonology* (Crown Publishers, Inc.; 571 pages; \$7.50), has produced a major work on a subject than which few, if any, are more fascinating. Conforming to the standard format of an A-to-Z compendium, Mr. Robbins evidently has poured an overwhelming wealth of research into what must be the most exhaustive work of its kind to date. Three hundred years of horror are spanned, ending in the 15th Century. Werewolves, vampires, poltergeists, and their entire unholy breed are represented. The volume firmly stands as the "rational, balanced history" the author planned it to be. Mr. Robbins' encyclopedia is as absorbing as it is of permanent value.

The publisher of *The Tender Shoot* by Colette (Farrar, Straus & Cudahy; 404 pages; \$4.95) states inside the jacket that of this collection of stories, *Bella-Vista*, *Gribiche*, *The Rendezvous* and *The Képi*—all short novels—became famous almost from the day of first publication. This claim is wholly credible. They are brilliant. Over and again throughout the entire collection Colette, with incomparable subtlety and art, lifts a certain straight onto life itself—there it is, right before you; you can see it, hear it, smell it, taste it. Further, she had a gift for producing a twist at the finish that comes like a mouthful of sherbet at the end of a perfect meal.

Peter Feibleman has drawn the title for his second novel, *The Daughters of Necessity* (World Publishing Co.; 317 pages; \$4.50) from a Platonic reference to the Fates. The "daughters" swirling around Edmund Choate, well-born Southerner, weave a tragic fabric against which scenes unfold with uncommon poignancy, beauty, and deep human emotion. In his story of Choate, from birth to death, we follow an off-beat path through a cross-pattern of incidents which fashion and refashion Choate and those whose lives he touches. All of Feibleman's characters are memorable; his story carries a wallop wrapped in pure gold. A masterful work.

Oliver Cromwell—through his lieutenant, Coote—is the villain of Walter Macken's historical novel, *Seek the Fair Land* (Macmillan Co.; 308 pages; \$3.95). Laid in 17th Century Ireland, at a time when plague and famine and the Cromwellian sword wiped out most of that country's population, Macken vigorously moves his characters through a series of adventures which have become rather stock in this sort of literature. His Irish hero, Dominick MacMahon, is somewhat stilted; but he is pulled along by the strong current of the story line. All in all, *Seek the Fair Land* is an exciting tale.

Credit Elliot West with a truly first-rate suspense novel, *Man Running* (Little, Brown & Co.; 310 pages; \$3.95). In his desperate American newspaperman who finds himself back in Spain, his ex-Nazi general, and his cynical Spanish girl, West has produced a group of arresting, exceptionally well-drawn characters. The plot involves a tense chase for a passport which the American, in a weak moment, loaned to the German who betrays him. What happens to a man without a passport, in a territory where it is needed like one's own breath, added to all the rest, make one of the best thrillers this year.

You'll like *Where There Are Vultures* (Roy Publishers; 208 pages; \$2.75). Anthony Heckstall-Smith, author of this fast-moving, easy-reading yarn, has returned Richard Forrest to the scene—Monte Carlo, this time—to do a job on some unsavory international characters. Involved are an inheritance, Reds, slinky characters. Plenty of action.

The Irish Republican Army and the Nazis figure greatly in Sean Callaghan's true spy story, *The Jackboot in Ireland* (Roy Publishers; 157 pages; \$3.00). Based on evidence from both Irish and German sources, Callaghan has whipped up an interesting history of a little-known "incident" of World War II, when the IRA and the Nazis entered into a conspiracy in neutral Eire. Mainly it is the story of the Nazi spy, Dr. Hermann Goertz, who, two years after the war, cheated the victors' hangman by swallowing potassium cyanide.

COMMERCIAL AIRCRAFT

AA DC-7 AIRFREIGHTERS

Within weeks, half of American Airlines' 10 DC-7 airfreighter conversions (now known as DC-7F) will be in service.

FORWARDERS

PACIFIC, ACE SEEK MERGER

Pacific Air Freight, headquartered in Seattle, and Ace Air Freight, based in New York, have applied to the Civil Aeronautics Board for permission to merge, according to a joint announcement by Philip R. Gruger, PAF president, and Albert M. Newman, AAF president. The forwarding executives expressed a desire to consolidate their operations by the end of this year. Each firm is a CAB-authorized air freight forwarder as well as an IATA-authorized cargo sales agency. Pacific operates branch offices at Portland, Ore., and Chicago.

PENSON SPRUCES UP

The executive offices of Penson & Co., located at 11-Broadway, New York, have undergone a thorough refurbishing, including air conditioning and tastefully furnished conference rooms. Penson also operates an air cargo office at New York International Airport.

NEW ANIMAL FACILITIES

Union Transport-Betriebe, West German freight forwarding firm, is scheduled soon to open its new modern animal hostel at Düsseldorf Airport. The company is an important shipper of animals, particularly monkeys. Air cargo manager of Union Transport is Dieter Alheit.

SABENA PAYS TRIBUTE

Sabena Belgian World Airlines recently paid tribute to the air freight forwarding community of the Bay Area by devoting an entire street-level window display at its sales offices in San Francisco. In a large sign hung in the window, amid various types of air shipments, Sabena listed the firm names of 22 forwarders and cargo agents.

JET EFFECTS AEI CHANGES

Shortly after he released an announcement revealing "a fabulous increase in eastbound transatlantic traffic" for the first eight months of 1959, Alvin B. Beck, executive vice president of Air Express International Corp., revealed that his company is undergoing "a gradual though steadily continuing change in operational procedures" to keep in step with the Jet Age. Beck stated:

"We are keeping an eye closely trained on all jet schedules. As jet services increase, AEI automatically adjusts its internal and external processing and handling procedures to conform with this new stepped-up tempo of air transportation. With 707s, DC-8s, Comets, and Caravelles already in the air here and abroad, AEI has managed to keep unbroken pace with the demanding schedules of these 500- to 600-mile-an-hour transports."

The AEI executive said that "a piston-engine operation in the era of the jet is nothing less than a short-changing of the importer and exporter." He pointed out that the changeover is being effected not only in this country, but also at all its foreign offices and agencies throughout the world. Beck added:

"This is not a one-shot job. Air transportation is the most dynamic of all industries. We know that these breathlessly fast jets of today will, in fewer years than most of us realize, be as obsolete as the DC-3. For this reason, AEI management is staying on top of the situation, doing

a two-fold job—planning for tomorrow while refining its many services for international shippers today.

"Changeover is nothing new to our organization. We started serving international traders in the era of the zeppelin and lumbering flying boat, and we have run the whole gamut of prewar and postwar transports right up to our screaming jets. Never once have we faltered."

Earlier, Beck had reported that shipments airlifted to Europe and points beyond in the January-August period, exceeded the comparable period of 1958 by 95%. The company's rate of increase in the first half more than doubled the rate of increase established by the North Atlantic carrier members of IATA.

CAB

CATA SEEKS AGREEMENT

Member carriers of the Caribbean Air Transport Association has received authority from the Civil Aeronautics Board to seek stabilization of cargo rates in the Caribbean area, by means of a mail ballot or discussions among the air carriers involved. Purpose of authorization is to head off a possible rate war. ASA, Lanica, and TACA thus are permitted to conduct the ballots and enter into discussions among themselves and with LACSA, TAN, and Aviateca.

AMERICAN EXPRESS GAINS

Examiner Herbert K. Bryan of the Civil Aeronautics Board has recommended granting authority to American Express Company to act as an international air freight consolidator. He said that the company's various control and interlocking relations should be approved. Authority should be granted for a five-year period, Bryan said, subject to certain conditions.

NEW OFFICES

AIR EXPRESS INTERNATIONAL

Amsterdam, Holland — 35/37 N. Z. Voorburgwal. Phone: 30389. Manager for Europe: M. E. A. L. de Jong.

London, England — 126 Bath Rd., Harlington, Middlesex; Phones: SKYport 1013/4; Cable, GOAIREX; Manager for U.K.: J. David Kelsall.

Frankfurt, Germany—Rhein-Main Airport; Phone: 330291; Manager for Germany: Hans Doelter.

PETER A. BERNACKI, INC.

Los Angeles, California — 56000 West Century Boulevard. Phone: SPing 6-0090. District Sales Manager: Michael Leone. Operations Manager: Edward U. Schwarz.

AER LINGUS

Rome, Italy—68 Via Barberini. District Sales Superintendent: Peter Huber-Bachrich.

JAPAN

Dallas, Texas—211 North Ervay Building. Phone: RIVERSide 8-8057. District Sales Manager: Jack K. Lewis.

KLM

New Orleans, Louisiana—501 International Trade Mart. Phone: Canal 0472; District Sales Manager: Jack Barbour.

LUFTHANSA

Manchester, England—Ringway Airport. Phones: GAtley 2403, 3211. (This office for cargo information and bookings.)

SERVICES

MORE SEABOARD FLIGHTS

Reporting that up to mid-September Seaboard & Western Airlines flew 14,497,000 ton-miles—a healthy 61% gain over the same period in 1958—Arthur V. Norden, executive vice president, announced an increase of its transatlantic all-cargo service to 13 round trips per week. The airline's fall schedule calls for two flights daily Tuesday through Sunday, and one on Monday. With the exception of the Monday flight which leaves New York International Airport at 6 a.m., and the Friday afternoon flight which takes off at 5:30 p.m., eastbound departures are scheduled for 3:30 a.m. and noon. Scheduled arrival time of all westbound flights is 11:55 a.m.

NATIONAL INAUSTRALS

National Airlines has opened the first daily nonstop first-class run between New York and Fort Lauderdale, Fla. Also, effective November 1, the airline will provide the first jet-coach services on its New York-Miami route. There will be eight jet flights a day between these two points.

NEW PAN AM JET SERVICES

Beginning December 10, Pan American World Airways will offer Boeing 707 jet service between New York and the following Caribbean points: San Juan, Nassau, Montego Bay, Jamaica, and Ciudad Trujillo. In addition to this service, there will be six jet flights per week between New York and Caracas; and four a week between New York and Buenos Aires, via Caracas and Asuncion.

UAL ADDS DC-8 RUNS

United Air Lines is now providing DC-8 jet service between the West Coast cities of Los Angeles and San Francisco, and Chicago. There is a daily nonstop round trip on these two routes and two daily round trips between Los Angeles and San Francisco. Another new jet run is between New York and Los Angeles. A daily round trip is scheduled.

5 NEW CITIES FOR WCA

West Coast Airlines local service carrier, is now providing scheduled service between Seattle and the cities of Bellingham, Wash.; and Kalispell, Cut Bank-Shelby, and Great Falls, Mont.

KLM TO ROTTERDAM, HAMBURG

KLM Royal Dutch Airlines reportedly will resume services to Rotterdam this month, with Hamburg on tap for a later date.

LUFTHANSA ALTERS ROUTES

Three new cities—Karachi, Calcutta, and Bangkok—are added to Lufthansa's routes starting this month. Flights will originate in Hamburg on Mondays and Thursdays and will be routed via Düsseldorf, Frankfurt, Rome, and Cairo. Return flights from Bangkok depart Wednesdays and Saturdays. Meanwhile, the German carrier has dropped Paris, Shannon, and Manchester from its routes in order "better to utilize the equipment Lufthansa now has and to prepare for the nonstop jet service to Germany to be inaugurated in early 1960."

Why keep 21 different postage stamps—from 1¢ to \$5.00? A postage meter prints the postage you need on a tape—cuts package mailing time 50%, and can save postage, too.

When you have a postage meter, you no longer need an inventory of many stamp denominations. A meter can produce on tape a single stamp of any denomination up to \$9.99½.

You print postage by a simple setting for the amount needed, press a lever — and out comes your stamp on special gummed tape, delivered wet or dry. You're done forever with flimsy adhesive stamps, separating stamps, sorting by denominations, moistening and sticking stamps, selecting stamps, and running out of denominations.

Parcel mailing with a postage meter takes less than half the time. You can reduce overtime, and get packages to the postoffice earlier. Print your own postmark ad, if you like.



Model 3700 Parcel post scale with full 70 lb. capacity.



You don't have to keep postage under lock and key. In the meter it's protected from misuse, damage, loss; and postage is automatically accounted for. The postoffice sets the meter for as much postage as you want to buy. You can always print the stamp you need.

Meter-stamped parcels need no postmarking or canceling, take less time in the postoffice, can often make earlier mail trains and planes. And the meter stamp carries the date of mailing. The same meter can also stamp and seal your letters.

Call the nearest Pitney-Bowes office and ask for a demonstration in your own department. After you find the convenience, efficiency, and savings of metered parcel mailing, you won't be without it.

Or send the coupon for free illustrated booklet, "Some Eye-Opening Facts about Parcel Post."

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Send ☐ free booklet ☐ postal rate chart to:

Name _____

Address _____



Last month the big transcontinental airline received its first one. All 10 will be delivered by next August, it was reported.

The first of the 350-mile-an-hour cargo aircraft has gone into service on American's Newark-Detroit-Chicago-Dallas route. Subsequent DC-7Fs will be introduced on coast-to-coast routes. Payload of the plane is 33,500 pounds.

American's lead in ordering conversions of the DC-7 has prompted several other carriers to do the same.

NEW ORDERS

Swissair—Orders for five Convair 880s have been canceled and replaced with an order for seven Convair Coronado jets. Delivery is scheduled to begin in 1961. Two of the Coronados will be leased by Swissair to SAS for a period of four years.

Capital—Seven Convair 880-M jets and five Lockheed Electra propjets have been ordered. First of the Convair aircraft will reach Capital in October, 1960. Two of the Electras will be delivered next May, with the balance following in June.

Alitalia—Four Caravelle jets have been purchased from Sud Aviation. The Italian carrier is the fourth European airline to have bought the French-built jet.

DELIVERIES

Varig—The Brazilian airline already has received its first Caravelle, with another expected this month. On the New York-Rio de Janeiro run, flight time is slashed to 13 hours, as compared with 20-22 hours by Super Constellation.

Transair Sweden—A converted Super 46-C has been received from L. B. Smith Aircraft, Inc.

CLUB NEWS

Traffic Club of New England: Andrew B. Holstrom, vice president of the Norton Co., spoke on *The Business Outlook for 1960* at a meeting held at the Statler-Hilton Hotel, Boston. J. Douglas Dawson, club president and general traffic manager of Norton Co., presided over the meeting.

Transportation Club of Buffalo: The annual dinner was held at the Statler-Hilton Hotel, Buffalo, on November 5. W. T. Davidson, director of transportation of National Gypsum Co., was in charge of arrangements.

Women's Traffic Club of San Francisco: The 35th annual Birthday Party and Bosses' Night was celebrated on October 15 at the Mark Hopkins Hotel.

Chesapeake Chapter, Delta Nu Alpha: Guest speaker at the meeting held on November 5 in the Assembly Room of the Association of Commerce Building, Baltimore, was James A. Plitt, secretary treasurer of W. T. Cowan, Inc. His subject was *Transport Clearings*.

Traffic Club of Minneapolis: At the October 15 meeting at the Pick-Niccollet Hotel, Dr. Paul H. Giddens, president of Hamline University, spoke on *The Early Days of Oil*.

Traffic Club of Norristown, Pa.: D. W. Spare, traffic and distribution manager for the National Drug Company, was guest speaker at the club's October 22 meeting at the Valley Forge Hotel, his topic being *Some Industrial Firms Can Use Air Distribution for Greater Profits*. The evening's program was under the direction of Co-chairmen Edward Girard of Flying Tiger and Richard Zerbe of TWA.

IATA REPORT

(Continued from Page 4)

with an annual increase of 9% in 1957 and 14% in 1956. (See *Air Shippers' Manual*). A very large amount of cargo space went unfilled.

"Admittedly, 1958 was an unusual year, and what we know about 1959 indicates that it will be better, but so far as cargo is concerned it will not be good enough. Cargo space offered in both mixed and all-cargo aircraft, will increase enormously over the next few years. Over the North Atlantic, it will be doubled; and on other routes whilst the increase may be less than that, it will be equally serious in portent. Considered against the amount of cargo moving by all forms of transport, the capacity we shall offer may be small, but the amount of space we shall sell by our present rating systems and sales appeals will be smaller still.

"This is surely an opportunity for air transport rather than a serious problem. It presents airline managements with a greater challenge for the next decade than any in the passenger field. In dealing with cargo as an industry, we start much further behind the mark. Cargo development must start inside the airlines, and I wonder how many companies have given it adequate thought. The keys to cargo expansion are attractive rate, bulk shipments, market research, education and sales promotion, and the streamlining of all time factors involved in shipment.

New, Broader Markets

"Since I report at a moment when the Traffic Conferences have hardly completed their annual session, it is difficult to say much more about rating than to warn that whatever we do this year, we must be prepared in future years to penetrate even more deeply into our potential markets. Our increasing speeds will naturally attract a certain amount of new business, but the mass of new traffic must come from lower rates directed at new and broader markets. We must find ways of tapping bulk cargoes of many sorts which now move by other means. Lower rates are not the complete answer. To get bulk business, we must compare intelligently surface transport charges with what we have to offer for a comparable movement of goods. New methods of transport set up their own patterns of distribution and offer new markets unexpected opportunities. We must gain a communicable understanding of the changes which air transport can work in the distribution of bulk shipments.

"Distribution costs include many factors beside the actual cost of transport. They comprise money spent on marketing, advertising, warehousing, insurance, handling, taxes, packaging, interest and inventories. If we can cut down any of these we are offering the shipper and the consignee a better prospect of profit; and if they based their choice on a complete investigation of the total distribution costs involved I have no doubt that there would be more air cargo moving even at our present rates.

"But we cannot wait for the world to educate itself to air cargo. We have aircraft to fill now. It is therefore our responsibility as an industry to develop the facts to our own satisfaction and then aggressively to convince shippers, consignees, industrial management and the marketing trades that 'time is money, and time saved is money made.'

"Promotional activity should place

special emphasis on 'consignee selling.' Despite the fact that it is an important point in promoting air cargo, we do not always remember that in the final analysis, it is the consignee who pays the transportation charges and not the shipper. It is logical, therefore, that the consignee will determine in most cases the means of transportation that will be used. We must not forget the consignee.

"Finally, a word about clearance facilities. The customer, either shipper or consignee, is not really interested in the actual speed of the aircraft. What he cares about is the time it takes to have his goods delivered to their final destination. It is useless to move goods several thousand miles in a matter of hours if customs clearance formalities take days. The majority of customs officials do their utmost to expedite clearance and delivery. But the laws and procedures by which they must work are often a handicap to them as well as to carriers and shippers. More progress must also be made in reducing the time that it takes to load, unload and process air freight on the ground. The right target would be a cargo clearance time of two hours on a 24-hour basis."

FORWARDER CASE

(Continued from Page 5)

held by a 2-2 vote. This came about from the recent resignation of Member Louis J. Hector and Member Harmar D. Denny's changed vote. Now a legal question looms: Can a split vote produce a new rule? Washington rumor has it that there is a strong possibility the new regulations will be issued in two installments, the first being that part passed by a clear-cut vote.

Air freight forwarders have been authorized to negotiate pooling agreements with other forwarders; joint load; charter aircraft from supplemental as well as from certificated carriers; and handle shipments for consolidation as airline agents, under certain conditions (*December 1958 AT; Page 6*). The latter two points are being held up until the legal problem brought on by the tie vote has been settled.

NEWSWEEK

(Continued from Page 4)

printing the body of the issue by offset process. A day later the whole printed job, weighing 23,000 pounds, was airlifted to Amsterdam in a chartered TWA cargo-plane. From that point, KLM handled distribution throughout Europe.

According to *Newsweek*, the issue was only 24 hours behind normal distribution schedule.

AMERICAN

(Continued from Page 5)

A consistent leader among the freight-carrying domestic airlines, it flew some 91.16 million freight-ton-miles last year, despite a shutdown as the result of a strike. Also that year it flew more freight ton-miles than any other scheduled carrier in the world. American expects this year to be the first to fly 100 million ton-miles of freight.

ONLY LUFTHANSA offers NONSTOP All Cargo Flights to Germany...“Heart” of Europe!

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Lufthansa is your answer to prompt delivery in Europe. From centrally located Frankfurt there are fast and frequent connections to all Continental points, the Near and Middle East.

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